AN

HISTORICAL AND STATISTICAL ACCOUNT

OF THE

FOREIGN COMMERCE

OF THE

UNITED STATES,

SHOWING THE FOREIGN COMMERCE OF EACH STATE, WITH THE AGGREGATE IMPORTS FROM, AND EXPORTS TO, EACH FOREIGN NATION, FROM THE YEAR 1820 TO THE YEAR 1856, AND THE FOREIGN COMMERCE OF THE UNITED STATES WITH EVERY IMPORTANT MARITIME COUNTRY IN THE WORLD DURING THE SAME PERIOD; INCLUDING A REVIEW OF THE PROGRESS OF AMERICAN COMMERCE, AND A PRELIMINARY SKETCH OF THE TRADE OF THE AMERICAN COLONIES.

COMPILED BY

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INTRODUCTION.

This volume of Commercial Statistics of the United States has been prepared for the purpose of exhibiting, in a condensed manner, the commerce of the United States from the year 1820 up to the present time. First, to exhibit the commerce of each State separately, by giving the domestic and foreign exports, and the total exports and imports, with the amount of bullion and specie exported and imported each year from 1820. Secondly, to show the commerce of the United States with every maritime country and important colony in the world from the year 1820 to the present time, giving the domestic and foreign exports, the total exports and imports, the bullion and specie exported and imported, and the domestic and foreign tonnage that cleared. In addition, the aggregate for every ten years is shown. These statistics show, in a comprehensive manner, the progressive importance of the trade of each State, and the great increase of the trade of the United States.

This complete exhibit of the commerce of the States and the United States is not to be met with in any publication, official or private; and is only to be found in detail in the Treasury Reports extending over a series of years from 1820 to 1856. These statistics were prepared by Michael Nourse, Esq., late chief Clerk of the Register's Office, Treasury Department, from the Reports of the Treasury on Commerce and Navigation, and from original documents to which he had access while in the Treasury Department. Especial care has been taken to insure the accuracy and completeness of these statistics, and they have been compared with original data.

To accompany the tabular view of the trade of each State, there is given a synopsis of its early history and present condition, with respect to internal improvements and natural facilities for trade. Also, a description of the principal domestic ports and harbors, with the tonnage employed, depth of water, and pilotage.

To illustrate the statistical tables of the trade of the United States with each foreign country, we add a summary of the present commercial condition of that country, its commerce with other countries, and the regulations respecting the commercial intercourse between the two countries. Also, a description of the principal foreign ports and harbors in each country, giving the depth of water, pilotage, and difficulties of navigation.

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A preliminary view is given of the commerce of the American colonies from their formation, and a tabular view of the exports and imports of the separate colonies from the year 1700 to the year 1776.

The progress of American commerce from the Revolution up to the present time, showing the exports and imports of each year up to 1856, and the distribution of tonnage at several periods, are briefly shown.

The authorities that have been principally consulted by the editor in the preparation of this work, are: McCulloch's Commercial Dictionary; Encyclopedia Britannica; Gotha Almanack, 1857; The Banker's Magazine and Statistical Register; Commercial Returns issued by the State Department, etc.; Census Report, U. S.; De Bow's Review, etc.

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FOREIGN COMMERCE OF THE UNITED STATES,

WITH

A PRELIMINARY VIEW OF THE COMMERCE OF THE AMERICAN COLONIES.

Colonies are establishments founded in foreign countries by individuals who either voluntarily immigrate from, or are forcibly sent abroad by, their mother country. The colony trade is the trade carried on between colonies and their parent States.

ESTABLISHMENT OF COLONIES.—*Greek Colonies.*—Various motives have, in different countries and ages, led to the formation of colonies. The Greek colonies of antiquity seem to have been chiefly founded by citizens whom the violence and fury of contending factions forced to leave their native land; but they were sometimes formed for the purpose of relieving the mother-country of a redundant population, and sometimes also for the purpose of extending the sphere of commercial transactions, or of providing for their security. The relations between the mother-country and the colony depended, in a great measure, on the motives which led to the establishment of the latter. When a colony was founded by fugitives forcibly expelled from their ancient homes; or when it was founded, as was frequently the case, by bodies of voluntary emigrants, who received no assistance from, and were in no respect controlled by, the parent State, it was from the first independent; and even in those rarer cases in which the emigration was conducted under the superintendence of the parent city, and when the colony was protected by her power and influence, the dependence was mostly far from being absolute and complete. The great bulk of the Greek colonies were really independent States; and though they commonly regarded the land of their forefathers with filial respect, though they yielded to its citizens the place of distinction at public games and religious solemnities, and were expected to assist them in time of war, they did so as allies only, on fair and equal terms, and never as subjects. Owing to the freedom of their institutions, and their superiority in the arts of civilized life to the native inhabitants of the countries among whom they were generally placed, these colonies rose in a comparatively short period.

to a high pitch of opulence and refinement; and many among them, as Miletus and Ephesus in Asia Minor, Syracuse and Agrigentum in Sicily, and Tarentum and Locri in Italy, not only equaled, but greatly surpassed their mother cities in wealth and power.

Spanish Colonies.—The early colonies of most modern nations were founded by private adventurers, influenced either by the hope of gain or by a desire to escape from religious persecution, without any wish to relieve the mother-country of a surplus population or to bridle subjugated provinces. On their first institution, therefore, the modern colonies approached, though with some essential variations, more nearly to the Grecian than the Roman model; but the period of their freedom was of very limited duration. They were very soon subjected to laws and regulations framed in the metropolis, and calculated, as was to be supposed, rather to promote its interests than those of the colony.

American Colonies.—The English, who, like all the other nations of Europe, had been impressed with mingled feelings of admiration and envy by the extent and importance of the acquisitions made by the Spaniards in the New World, speedily entered with enthusiasm and ardor into the career of discovery. Owing, however, to the bull which Ferdinand and Isabella had obtained from the Pope, conveying to them the ample donation of all the countries inhabited by infidels that the Spaniards had discovered or might discover, the Engligh, to avoid encroaching on the dominions of their rivals, directed their efforts further to the north. Several attempts to found colonies on the coast of America were made in the reign of Elizabeth by Sir Humphrey Gilbert, Sir Richard Grenville, Sir Walter Raleigh, and others. But in consequence of their ignorance of the country, the deficiency of their supplies of provisions, the loss of time in fruitless searches after gold, and the various difficulties incident to the first settlement of a colony, none of these attempts proved successful; and it was not until 1607 that a small body of adventurers founded the first permanent establishment of the English in America, at Jamestown, in Virginia. Letters patent were granted in 1609 by King James to the principal persons resident in London, by whom the expense attending the formation of the colony was to be defrayed, incorporating them into a company, and establishing a council in England for the direction of their proceedings, the members of which were to be chosen by, and removable at the pleasure of, the majority of the partners of the company—permitting whatever was necessary for the support and sustenance of the colony, for the first seven years, to be exported free of duty; declaring that the colonists and their descendants were to be secured in all the rights and privileges of Englishmen, the same as if they had remained at home or been born in England; and reserving only, as the stipulated price of these concessions, and in imitation of the policy of the Spaniards, one fifth part of the gold and silver ore to be found in the colonies, which was to be paid to his Majesty and his successors in all time to come. In virtue of these powers, the company issued, in 1621, a charter or ordinance, which gave a legal and permanent form to the constitution of the colony. By this charter the supreme legislative authority was lodged, partly in the governor, who held the place of the sovereign, partly in a council of state, named by the company, and partly in a general coun-

cil or assembly, composed of the representatives of the people, in which were vested powers and privileges similar to those of the House of Commons. It was not long, however, before the king and the company quarreled. The latter were in consequence divested of all their rights, partly by open violence, and partly under color of law, without compensation, after having expended upward of £150,000 in founding the colony; and a governor and council of state appointed by the king succeeded to the powers of those appointed by the committee.—Robertson's *History of America*, book ix. *passim;* Jefferson's *Notes on Virginia*, p. 179.

The founders of the colony in Virginia had been actuated solely by the hopes of gain; but the colonies that were soon after established in New England were chiefly planted by men who fled from religious and political persecution. The form of government in the New England colonies, though at first modified a good deal by the peculiar religious opinions entertained by the colonists, was in its leading principles essentially free. For a considerable period the colonists elected their own governors, coined money, and exercised most of the rights of sovereignty; while the English, wholly engrossed with the contest between freedom and prerogative at home, had no leisure to attend to their proceedings. Subsequently to the Restoration, however, the governments of most of the New England States were established nearly on the same footing as that of Virginia; which, indeed, became the favorite model, not only for the constitution of the colonies established on the continent, with the exception of the proprietary governments of Pennsylvania and Maryland, but also for those that were established in the West India Islands. But under every vicissitude of government and fortune, the New England colonists were distinguished by the same ardent and enthusiastic love of liberty that had first induced them to quit their native land. Every thing relating to the internal regulation and administration of the different colonies was determined, in the colonial assemblies, by representatives freely chosen by the settlers. The personal liberty of the citizens was well secured and vigilantly protected. And, if we except the restraints on their commerce, the monopoly of which was jealously guarded by the mother country, the inhabitants of Virginia, Pennsylvania, and New England, enjoyed nearly the same degree of freedom when colonists of England that they now enjoy as citizens of the powerful republic of North America. Their progress in wealth and population was in consequence quite unprecedented in the history of the world. The white population of the colonies had increased in 1776, at the commencement of the Revolutionary war, to above 2,000,000, and the value of the exports from Great Britain to them amounted to about £1,300,000 a year!

It is not difficult to discover the causes of the unexampled prosperity and rapid growth of our North American colonies, and generally of all colonies placed under similar circumstances. The North American colonists carried with them a knowledge of the arts and sciences practiced by a civilized and polished people. They had been trained from their infancy to habits of industry and subordination. They were practically acquainted with the best and wisest form of civil polity that had been established in Europe; and they were placed in a situation that enabled

them, without difficulty, to remedy its defects, and to try every institution by the test of utility. But the thinness of the aboriginal population, and the consequent facility of obtaining inexhaustible supplies of fertile and unoccupied land, must certainly be placed at the head of all the causes which have promoted the rapid increase of wealth and population in the United States, and in all the other colonies both of North and South America. On the first foundation of a colony, and for long after, each colonist gets an ample supply of land of the best quality; and having no rent, and scarcely any taxes, to pay, his industry necessarily becomes exceedingly productive, and he has every means and every motive to amass capital. In consequence, he is eager to collect laborers from all quarters, and is both willing and able to reward them with high wages. But these high wages afford the means of accumulation, and, joined to the plenty and cheapness of the land, speedily change the more industrious laborers into proprietors, and enable them, in their turn, to become the employers of fresh laborers; so that every class participates in the general improvement, and capital and population advance with a rapidity hardly conceivable in old-settled and fully-peopled countries.

It has been frequently said that the establishment of the British American and West India colonies was a device of the supporters of the exclusive or mercantile system—that they founded them in the view of raising up a vast agricultural population, whose commerce should be confined entirely to an exchange of raw products for other manufactured goods. There is, however, no truth in these assertions. On the contrary, the charters granted to the founders of the settlement in Virginia distinctly empower the colonists to carry on a direct intercourse with foreign States. Nor were they slow to avail themselves of this permission; for they had, so early as 1620, established tobacco warehouses in Middleburg and Flushing; and the subsequent proceedings of the British government depriving them of this freedom of commerce, were the chief cause of those disputes which broke out in 1676, in an open rebellion of ominous and threatening import.—Robertson's *America.* It was not until the colonists had surmounted the difficulties and hardships incident to their first establishment, and had begun to increase rapidly in wealth, that their commerce became an object of importance, and that regulations were framed in the view of restricting its freedom, and of rendering it peculiarly advantageous to the mother country. The act of 1650, passed by the republican Parliament, laid the first foundations of the monopoly system, by confining the import and export trade of the colonies exclusively to British or colony built ships. But the famous Navigation Act of 1660 (12 Charles II. c. 18) went much further. It enacted that certain specified articles, the produce of the colonies, and since well known in commerce by the name of enumerated articles, should not be exported directly from the colonies to any foreign country; but that they should first be sent to Britain, and there unladen (the words of the act are, *laid upon the shore*) before they could be forwarded to their final destination. Sugar, molasses, ginger, fustic, tobacco, cotton, and indigo, were originally enumerated; and the list was subsequently enlarged by the addition of coffee, hides and skins, iron, corn, lumber, etc. In 1739, the monopoly system was so far relaxed that sugars were permitted to be carried directly from the British plantations to any port or place southward of

Cape Finisterre; but the conditions under which this indulgence was granted continued so strict and numerous down to 1803, when they were a good deal simplified, as to render it in a great degree nugatory, (Edward's *West Indies*); and with this exception, the oppressive and vexatious restrictions on their direct exportations to foreign countries were maintained on most of the other enumerated commodities of any importance down to a late period.

But beside compelling the colonists to sell their produce exclusively in the English markets, it was next thought advisable to oblige them to buy such foreign articles as they might stand in need of entirely from the merchants and manufacturers of England. For this purpose it was enacted, in 1663, that no "commodity of the growth, production, or manufacture of Europe shall be imported into the British plantations but such as are laden and put on board in England, Wales, or Berwick-upon-Tweed, and in English-built shipping, whereof the master and three-fourths of the crew are English." The preamble to this statute, which effectually excluded the colonists from every market for European produce, except that of England, assigns the motive for this restriction to be "the maintaining a greater correspondence and kindness between the subjects at home and those in the plantations; keeping the colonies in a firmer dependence on the mother country; making them yet more beneficial to it, in the further employment and increase of English shipping, and the vent of English manufactures and commodities: rendering the navigation to and from them more safe and cheap; and making that kingdom a staple, not only of the commodities of the plantations, but also of the commodities of other countries and places for their supply, it being the usage of other nations to keep their plantation trade exclusively to themselves." It was also a leading principle in the system of colonial policy, adopted as well by England as by other European nations, to discourage all attempts to manufacture such articles in the colonies as could be provided for them by the mother country. The history of the colonial system is full of efforts of this sort; and so essential was this principle deemed to the idea of a colony, that Lord Chatham did not hesitate to declare, in his place in Parliament, that "the British colonists of North America had no right to manufacture even a nail for a horse-shoe." Edwards *West Indies*. And when such were the enactments made by the Legislature, and such the avowed sentiments of a great parliamentary leader and a friend to colonies, we need not be surprised at a declaration of the late Lord Sheffield who did no more, indeed, than express the opinion of almost all the merchants and politicians of his time, when he affirmed that "the only use of American colonies or West India islands is the monopoly of their consumption, and the carriage of their produce!"*

* "During the war of the Revolution, our commerce was suspended; after the peace in 1783, our trade continued to languish; it had to contend with domestic and foreign obstacles; foreign nations entertained a jealousy concerning these States; at home a rivalship was prevalent among the several members of the confederacy, and checked the prosperity of the nation. Each of the thirteen independent sovereignties contemplated its own immediate interests; some of the States declared the commercial intercourse with them to be equally free to all nations, and they cautiously avoided to lay duties on such merchandise as was subject to them, when imported into other States."

Years.	N. England.	New York.	Penn'a.	Va, & Md.	Carolina.	Georgia.
	Exports.	Exports.	Exports.	Exports.	Exports.	Exports.
1700	£41,486	£17,567	£4,608	£317,802	£14,058	
1701	82,656	18,547	5,220	235,788	16,973	
1702	87,026	7,965	4,145	274,782	11,870	
1703	33,539	7,471	5,160	144,928	13,197	
1704	30,823	10,540	2,430	264,112	14,067	
1705	22,793	7,393	1,309	116,768	2,698	
1706	22,210	2,849	4,210	149,152	8,652	
1707	38,793	14,283	786	207,625	23,311	
1708	49,635	10,347	2,120	213,493	10,340	
1709	29,559	12,259	617	261,668	20,431	
1710	31,112	8,203	1,277	188,429	20,793	
1711	26,415	12,193	88	273,181	12,871	
1712	24,699	12,466	1,471	297,941	29,394	
1713	49,904	14,423	173	206,263	32,449	
1714	51,541	29,810	2,663	280,470	31,290	
1715	66,555	21,316	5,461	174,756	29,158	
1716	69,595	21,971	5,193	281,343	46,287	
1717	58,898	24,534	4,499	296,884	41,275	
1718	61,591	27,331	5,588	316,576	46,385	
1719	54,452	19,596	6,564	332,069	50,373	
1720	49,206	16,836	7,928	331,482	62,736	
1721	50,483	15,681	8,037	357,812	61,858	
1722	47,955	20,118	6,832	283,091	79,650	
1723	59,339	27,992	8,332	287,997	78,103	
1724	69,585	21,191	4,057	277,344	90,504	
1725	72,021	24,976	11,981	214,730	91,942	
1726	63,816	38,867	5,960	324,767	93,453	
1727	75,052	31,617	12,823	421,588	96,055	
1728	64,680	21,142	15,230	413,089	91,175	
1729	52,512	15,833	7,434	886,174	113,329	
1730	54,701	8,740	10,582	346,823	151,739	
1731	49,048	20,756	12,786	408,502	159,771	
1732	64,095	9,411	8,524	310,799	126,207	
1733	61,988	11,626	14,776	403,198	177,845	£203
1734	82,252	15,307	20,217	373,090	120,466	18
1735	72,899	14,155	21,919	394,995	145,348	3,010
1736	66,788	17,944	20,786	350,163	214,083	
1737	63,347	16,833	15,193	492,246	187,758	
1738	59,116	16,228	11,918	391,814	141,119	17
1739	46,604	18,459	8,134	444,654	236,192	233
1740	72,389	21,493	15,048	341,997	265,560	924
1741	60,052	21,142	17,158	577,109	236,830	
1742	53,166	13,536	8,527	427,769	154,607	1,622
1743	63,185	15,067	9,596	557,321	235,136	2
1744	50,248	14,527	7,446	402,709	192,594	
1745	38,948	14,033	10,130	399,423	91,847	
1746	38,612	8,841	15,779	419,871	76,897	
1747	41,771	14,992	2,832	492,619	107,500	
1748	29,748	12,358	12,363	494,852	167,305	
1749	39,999	23,413	14,944	434,618	120,499	51
1750	48,455	35,632	28,191	508,939	191,607	1,942
1751	63,287	42,363	23,870	460,085	245,491	355
1752	74,313	40,648	29,973	569,453	288,264	1,526
1753	83,395	40,553	38,527	632,575	164,634	3,057
1754	66,538	26,663	30,649	573,435	307,238	3,236
1755	59,533	28,055	32,336	489,663	325,525	4,437
1756	47,359	24,073	20,091	337,759	222,915	7,155
1757	27,556	19,168	14,190	418,881	130,889	
1758	30,204	14,260	21,383	454,362	150,511	
1759	25,985	21,684	22,404	357,223	206,534	6,074
1760	37,802	21,125	22,754	504,451	162,769	12,198
1761	46,225	43,648	39,170	455,083	253,002	5,764
1762	41,733	58,882	38,091	415,709	181,595	6,522
1763	74,815	52,998	38,223	642,294	282,366	14,469
1764	88,157	53,697	36,258	559,508	341,727	31,325
1765	145,819	54,959	25,143	505,671	385,918	34,183
1766	141,733	67,020	26,851	461,693	293,587	53,074
1767	128,207	61,422	37,641	437,926	395,027	35,856
1768	148,375	87,115	59,404	406,043	508,108	42,402
1769	129,353	78,466	26,111	361,892	387,114	82,270
1770	148,011	69,882	28,109	435,094	278,907	55,532
1771	150,381	95,875	31,615	577,348	420,311	63,810
1772	126,265	82,707	29,133	528,404	425,923	66,083
1773	124,624	76,246	36,652	589,303	456,513	85,391
1774	112,248	80,008	60,611	612,030	432,302	67,647
1775	116,588	187,018	175,962	758,356	579,349	103,477
1776	762	2,318	1,421	73,226	13,668	12,569

Years.	N. England.	New York.	Penn'a.	Va. & Md.	Carolina.	Georgia.
	Imports.	Imports.	Imports.	Imports.	Imports.	Imports.
1700	£91,918	£49,410	£18,529	£173,481	£11,003	
1701	86,322	31,910	12,003	199,683	13,908	
1702	64,625	29,991	9,342	72,391	10,460	
1703	59,608	17,562	9,899	196,713	12,428	
1704	74,896	22,294	11,819	60,458	6,621	
1705	62,504	27,902	7,206	174,822	19,788	
1706	57,050	31,588	11,037	58,015	4,001	
1707	120,631	29,855	14,365	237,901	10,492	
1708	115,505	26,899	6,723	79,061	11,996	
1709	120,349	34,577	5,881	80,268	28,521	
1710	106,338	31,475	8,594	127,639	19,613	
1711	137,421	28,856	19,408	91,535	20,406	
1712	128,105	18,524	8,464	134,583	20,015	
1713	120,778	46,470	17,037	76,304	23,967	
1714	121,288	44,643	14,927	128,873	23,712	
1715	164,650	54,629	17,182	199,274	16,631	
1716	121,156	52,173	21,842	179,595	27,272	
1717	132,001	44,140	22,505	215,962	25,058	
1718	131,885	62,966	22,716	191,925	15,811	
1719	125,317	56,355	27,068	164,630	19,630	
1720	128,769	37,397	24,531	110,717	18,290	
1721	114,524	50,754	21,548	127,376	17,703	
1722	133,722	57,478	26,397	172,754	34,374	
1723	176,486	53,013	15,992	123,833	42,246	
1724	168,507	63,020	30,324	161,894	37,839	
1725	201,768	70,650	42,209	195,884	39,182	
1726	200,882	84,866	57,634	185,981	43,934	
1727	187,277	67,452	31,979	192,965	23,254	
1728	194,590	81,634	37,478	171,092	33,067	
1729	161,102	64,760	29,799	108,931	58,366	
1730	208,196	64,856	48,592	150,931	64,785	
1731	183,467	66,116	44,260	171,278	71,145	
1732	216,600	65,540	41,698	148,289	58,298	£828
1733	184,570	65,417	40,565	186,177	70,466	1,695
1734	146,460	81,758	54,392	172,086	99,658	1,921
1735	189,125	80,405	48,804	220,381	117,837	12,112
1736	222,158	86,000	61,513	204,794	101,147	2,012
1737	228,923	125,833	56,690	211,301	58,986	5,701
1738	203,233	133,438	61,450	258,860	87,793	6,496
1739	220,378	106,070	54,452	217,200	94,445	3,324
1740	171,081	118,777	56,751	281,428	181,821	3,524
1741	198,147	140,430	91,010	248,582	224,270	2,553
1742	148,899	167,591	75,295	264,186	127,063	17,018
1743	172,461	134,487	79,340	323,195	111,499	2,291
1744	143,982	119,920	62,214	234,855	79,141	769
1745	140,463	54,957	54,280	196,799	86,815	939
1746	209,177	86,712	73,699	282,545	102,809	984
1747	210,640	137,984	82,404	200,088	95,529	24
1748	197,682	143,311	75,330	252,624	160,172	1,314
1749	238,286	265,773	238,637	323,600	164,085	5
1750	343,659	267,130	217,713	349,419	134,037	2,125
1751	305,974	248,941	190,917	247,027	138,244	2,065
1752	273,340	194,030	201,666	325,151	150,777	3,163
1753	345,523	277,864	245,644	356,776	213,009	14,128
1754	329,433	127,497	244,647	323,513	149,215	1,974
1755	341,796	151,071	144,456	285,157	189,887	2,630
1756	384,371	250,425	200,169	426,687	181,780	536
1757	363,404	353,311	168,426	334,897	213,949	2,571
1758	465,694	356,555	260,953	438,471	181,002	10,212
1759	527,067	630,785	498,161	459,007	215,255	15,178
1760	599,647	480,106	707,998	605,882	218,131	
1761	334,225	289,570	204,067	545,250	254,587	24,279
1762	247,385	288,046	200,199	418,599	194,170	23,761
1763	258,854	233,560	284,152	555,391	250,132	44,908
1764	459,765	515,416	436,191	515,192	305,808	18,338
1765	451,299	382,349	363,368	383,224	334,709	29,165
1766	409,642	330,829	327,314	372,548	296,732	67,268
1767	406,081	417,957	371,830	437,628	244,093	23,334
1768	419,797	482,930	432,107	475,984	289,868	56,562
1769	207,992	74,918	199,906	488,362	306,600	58,340
1770	394,451	475,991	134,881	717,782	146,273	56,193
1771	1,420,119	658,621	728,744	920,326	409,169	70,493
1772	824,830	343,970	507,909	793,910	449,610	92,406
1773	527,055	289,214	426,448	823,904	344,859	62,932
1774	562,476	437,937	625,652	528,738	378,116	57,518
1775	71,625	1,223	1,366	1,921	6,245	113,777
1776	55,050		365			

MAINE.

The most north-easterly State of the Republic of the United States of America, extends from latitude 33° to 47° 25′ N., and between longitude 6° and 10° E., from Washington, with an area of 35,000 square miles.

Early History.—Sebastian Cabot, who was, after the time of Columbus, the first European navigator along the coasts of Maine and its vicinity, appears not to have given a name to the countries discovered by him.

The eldest and greatest name in these parts of North America, is that of Baccalaos—a name given by the Biscayan fishermen at first to Newfoundland, and then also to all the countries which they found near this island. On some old maps the name Baccalaos—that is to say, the cod-fish-country—reaches over a great part of the eastern coast of America, but it appears more particularly in the regions of our State of Maine.

Stephen Gomez was the first Spanish navigator who discovered (1525) and explored the coasts to the west and to the north of Cape Cod a little more particularly, and we therefore see on the Spanish maps these regions designated with the name of "*Tierra de Gomez*" (Gomez's land). So, for instance, at first on that of Ribeiro (1529), and afterward on many others. After the middle of the sixteenth century, when Gomez was more and more forgotten, another name was introduced for these regions, that of Norumbec. We can not exactly point out the occasion at which this name was invented; but we find it in the latter half of the sixteenth and in the beginning of the seventeenth century, on nearly all the maps of these regions. The name seems to be of Indian origin, like the name of Kenne*bec*, Que*bec*, and different others, which have *bec* for the last syllable. Perhaps some unknown sailors heard it pronounced by the Indians, and introduced it among the geographers, whowere always fond of new names. It was, however, changed in many different ways: Norubec, Norombec, Arambec, Norumberge, Norumberque, Nurimbequa, etc.

Rivers, Lakes, etc.—It has been estimated that one sixth part of the surface of Maine consists of water. There are numerous lakes, the largest and most noted of which are Mooschead, Sebago, Chesuncook, and Umbagog. A part of the waters of the latter extend into New Hampshire. Some of these lakes are justly celebrated for the picturesque beauties of their scenery. A steamboat has been built to ply on the waters of Moosehead lake. The Kennebec and the Penobscot are the two most important streams; the former is navigable to Augusta, and the latter to Bangor. Their shores are adorned with villages, and the intervals along their margins are the most fertile and best cultivated in the State. The Saco, Androscoggin, and St. Croix rivers enters the Atlantic. St. John, and its confluents, the Walloostook, Alagash, and Aroostook, drain the northern part of the State. The St. John forms a part of the northern part of the State by the late treaty of Washington, and its waters are open to the free navigation of both nations. The principal bays are Casco, Penobscot, Machias, and Passamaquoddy.

There were, January, 1856, 11 railroads in this State; 494 miles completed and in operation, and 90 miles in course of construction. The only canal in the State, is the Cumberland and Oxford, 20¾ miles long, connecting navigation from Portland to Sebago, and by a lock in Saco river, navigation is extended to Long Pond, 30 miles further.

FOREIGN COMMERCE OF THE STATE OF MAINE,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$994,223	$46,925	$1,041,148	$980,294	111,854	520
1822	1,013,873	22,769	1,036,642	943,775	105,880	4,452
1823	865,046	30,545	895,591	801,644	70,773	1,379
1824	870,871	29,324	900,195	768,643	98,477	774
1825	964,664	66,463	1,031,127	1,169,940	113,331	3,250
1826	1,001,875	50,700	1,052,575	1,245,235	115,060	2,240
1827	1,033,035	37,099	1,070,134	1,333,390	94,660	2,896
1828	1,003,642	15,875	1,019,517	1,246,809	95,066	1,785
1829	729,106	8,726	737,832	742,781	85,718	2,705
1830	643,435	27,087	670,522	572,666	91,629	6,165
Total,	$9,119,770	335,513	9,455,283	9,805,177	982,448	26,166
1831	799,748	5,825	805,573	941,407	61,582	49,872
1832	907,286	74,157	981,443	1,123,326	67,128	64,720
1833	989,187	30,644	1,019,831	1,380,308	65,488	98,735
1834	815,277	18,890	834,167	1,060,121	62,859	99,674
1835	1,044,951	14,416	1,059,367	883,389	63,048	64,031
1836	836,074	14,912	850,986	930,086	71,155	74,586
1837	947,276	8,676	955,952	801,404	81,598	74,160
1838	915,076	20,456	935,532	899,142	54,816	66,715
1839	878,434	17,051	895,485	982,724	77,968	61,097
1840	1,009,910	8,359	1,018,269	628,762	82,534	75,055
Total,	$9,143,219	213,386	9,356,605	9,630,669	683,476	728,645
1841	1,078,633	12,932	1,091,565	700,961	90,764	56,679
1842	1,043,172	7,351	1,050,523	696,864	86,827	58,721
1843*	680,432	2,459	682,891	250,260	60,453	35,974
1844	1,164,964	11,171	1,176,135	570,824	91,020	61,929
1845	1,167,640	87,465	1,255,105	855,645	88,602	62,901
1846	1,318,099	10,269	1,328,368	787,092	96,739	72,053
1847	1,614,071	20,132	1,634,203	574,056	104,169	69,608
1848	1,937,006	20,389	1,957,395	795,565	152,026	39,448
1849	1,279,393	7,288	1,286,681	721,409	127,368	66,081
1850	1,536,813	29,094	1,565,912	856,411	111,123	91,014
Total,	$12,820,223	208,550	13,028,778	6,719,087	1,009,091	614,408
1851	1,517,487	33,951	1,551,438	1,176,590	120,887	74,854
1852	1,668,274	49,544	1,717,818	1,094,977	151,303	3,853
1853	1,761,929	278,858	2,040,787	1,386,589	179,569	62,614
1854	1,930,031	659,010	2,589,041	2,361,900	198,758	62,627
1855	2,543,014	2,308,193	4,851,207	2,927,413	251,835	62,005
1856	2,259,947	703,094	2,963,041	1,940,773	250,203	50,787

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Portland, Maine, city and port of entry, is situated on a peninsula at the western extremity of Casco Bay; lat. (Mount Joy), 43° 39′ 52″ N., long., 70° 13′ 34″ W. The harbor is capacious and safe, and among the best on the Atlantic coast. It is protected by islands from storms, seldom obstructed by ice, and has a good entrance. The water is deep enough for vessels of the largest class. The tonnage of the port in 1856, was 136,154 tons.

Bath, Maine, on the Kennebec, 12 miles from the ocean, is one of the principal towns of the State, and the largest ship-building port in the world. A branch of the Kennebec and Portland R. R. connects the city with Portland. The tonnage of the port is the largest in Maine, and in 1856 amounted to 193,320 tons.

Belfast, Maine, at the head of Belfast Bay, 30 miles from the ocean, has an excellent harbor, and a considerable trade in lumber and fish. Its chief industry, however, is ship-building. Steamboats ply to Portland and Boston. The tonnage of Belfast, in 1856, was 76,812 tons.

Bangor, Maine, on the Penobscot. Tonnage in 1856, 38,048 tons.

NEW HAMPSHIRE

Is situated between latitude 42° 41′ and 45° 11′ N., and 70° 40′ and 72° 30′ W. longitude. It contains 8,030 square miles.

Early History.—John Mason, one of the first eminent settlers of the north-eastern coast of New England, having agreed with Sir Ferdinando Gorges, to make the Piscataqua the division line between them, took subsequently from the Plymouth Council, a patent of what lies between that river and Merrimack, and he called that tract of land "New Hampshire," because he had been Governor of Portsmouth, in Hampshire, England.

In the year 1680, New Hampshire separated from the province of Massachusetts, and was established as an independent royal province. It was afterward united again with Massachusetts, but in 1749, finally separated, and has existed since that time as an independent community, first under the name of "the Province of New Hampshire," and since 1776, under that of "the State of New Hampshire."

The Connecticut river has its source in the highlands, on the north border of the State, and its west branch forms the boundary-line between New Hampshire and Canada, to within one mile of the forty-fifth degree of north latitude. Its general course is south by west, and dividing New Hampshire and Vermont, it passes through the western part of Massachusetts, and the central part of Connecticut, where it enters Long Island Sound. Merrimack river, the Pemigewassit branch, rises near the Notch in the White Mountains, and is joined by the Winnipiseogee, 70 miles below the source of the former. It here takes the name of Merrimack. The Androscoggin and Saco, rise and have a part of their course in this State. Granite is plentiful throughout the State, and also marble and limestone. Iron ore, zinc, tin, lead, and copper exist, some of which have been worked to advantage.

There were in this State in 1850, 2,251,488 acres of land improved, and 1,140,926 of unimproved land in farms. Cash value of farms, $55,245,997, and the value of implements and machinery, $2,314,125. Live stock—horses, 34,233; asses and mules, 19; milch cows, 94,277; working oxen, 59,027; other cattle, 114,606; sheep, 384,756; swine, 63,487; value of live stock, $8,871,901.

Manufactures, etc.—There were in the State in 1850, 54 cotton factories, with a capital invested of $10,974,700, employing 2,915 males and 9,235 females, producing sheetings valued at $8,861,749; 91 woolen factories, with a capital of $2,547,500, employing 873 males and 1,021 females, manufacturing 9,712,840 yards of cloth, and 165,200 pounds of yarn, valued at $2,439,967; 1 establishment with a capital of $4,000, employing 30 persons, producing 200 tons of pig iron, etc., valued at $17,200; 26 establishments with a capital of $232,700, employing 374 persons, and making 5,764 tons of castings, etc., valued at $371,710; 2 establishments with a capital of $4,000, employing 6 persons, manufacturing 110 tons of wrought iron, valued at $10,400; 178 flouring and grist mills, 80 saw mills, 165 tanneries, with a capital of $441,975, employing 513 persons; 40 printing offices, 2 daily, 36 weekly, 1 semi-monthly, and 2 monthly newspapers. Capital invested in manufactures, $18,242,114; value of manufactured articles, $23,160,503.

FOREIGN COMMERCE OF THE STATE OF NEW HAMPSHIRE,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$180,129	$80,636	$260,765	$350,021	8,237	
1822	188,882	10,817	199,699	330,052	8,846	
1823	182,945	54,760	237,705	371,770	7,563	
1824	178,508	6,875	185,383	245,513	8,048	
1825	181,840	16,840	198,680	331,244	7,566	4,691
1826	150,682	16,393	167,075	348,609	7,177	
1827	155,580	21,818	177,398	302,211	6,849	
1828	115,947	8,486	124,433	299,849	5,304	
1829	98,264	7,476	105,740	179,889	6,748	
1830	93,499	2,685	96,184	130,828	4,632	
Total,	$1,526,276	226,786	1,753,062	2,889,986	71,060	4,691
1831	109,456	1,766	111,222	146,205	4,326	
1832	115,582		115,582	115,171	4,777	250
1833	145,355	9,903	155,258	167,754	6,002	
1834	79,656	1,214	80,870	118,695	4,330	78
1835	75,076	6,605	81,681	71,514	3,877	119
1836	15,015	505	15,520	63,912	2,436	574
1837	26,000	8,641	34,641	81,550	2,575	429
1838	56,103	18,567	74,670	169,985	11,191	1,615
1839	74,914	7,030	81,944	50,665	3,849	678
1840	20,761	218	20,979	114,647	1,925	2,939
Total,	$717,918	54,449	772,367	1,100,098	45,288	6,682
1841	10,261	87	10,348	73,701	1,475	2,330
1842	28,419	128	28,547	60,481	1,241	3,612
1843*	44,659	115	44,774	8,289	1,018	2,256
1844	5,994	690	6,684	31,420	201	4,515
1845	2,374	10	2,384	22,689	169	2,849
1846	4,997	75	5,072	15,485	893	3,413
1847	1,407	283	1,690	16,935	231	1,671
1848	7,807	436	8,243	61,303	3,229	2,639
1849	5,852	26	5,878	64,351	1,023	5,819
1850	8,722	205	8,927	49,079	682	7,531
Total,	$120,492	2,055	122,547	403,733	10,162	36,635
1851	4,949		4,949	58,028	2,386	5,307
1852	67,204	2,254	69,458	83,319	2,284	5,182
1853	1,126		1,126	32,608	845	3,692
1854	913	118	1,031	34,505	1,648	2,519
1855	1,523		1,523	17,786	2,405	3,061
1856	5,168	107	5,275	24,839	2,268	3,479

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Portsmouth, New Hampshire, U. S., and the only seaport in the State. It is situated on the south side of the Piscataqua river, on a peninsula, three miles from the sea, lat. 43° 40′ N., long. 70° 45′ W. The harbor is one of the best in the world; it has 42 feet water at low tide through the whole channel, and the current is sufficient to prevent it from freezing. The U. S. Navy Yard is located on an island near the main bank of the river. The city has valuable manufactures and a large foreign and country trade, and being intersected by the line of railroads between Boston and Portland is connected thereby with all the New England and Canada towns; a railroad also extends to Concord. The tonnage of Portsmouth in 1856, was 34,590 tons.

The principal places in this State are Concord, the capital, Manchester, Portsmouth, Dover, Exeter and Nashua. There were in 1856, 15 railroads, with 660 miles of track completed and in operation, and 24 in course of construction. The only canals are those facilitating the navigation of the Merrimack river.

VERMONT.

Vermont, one of the United States of America, lies between latitude 42° 44′ and 45° 00′ 30″ N., and 72° 30′ and 73° 20′ W. longitude; and contains an area of 8,000 square miles.

Physical Features, etc.—This State presents a very considerable variety of surface. It is traversed from north to south by the Green mountain range, some summits of which rise to a height of 4,279 feet above the sea. About the center of the State, they divide into two ridges, the principal of which passes in a north-northeast direction into Canada. The Green mountains are from ten to fifteen miles wide, much intersected by valleys abounding with springs and brooks, and are mostly covered with evergreens to their summits, from which they have derived their name. The rivers are inconsiderable, most of those flowing east are merely small tributaries of the Connecticut; those on the west side are larger, and the three principal, viz., Lamoille, Missisque, and Winooski, rise on the east side of the principal mountain range, which they break through, and enter Lake Champlain. The inland situation of Vermont has deprived her of the advantages and wealth which accrue from commerce, and the want of canals and navigable rivers for the conveyance to market of the productions of the State, has retarded the settlement and improvement of the uncultivated lands; but the construction of 500 miles of railroad has provided a valuable substitute for these deficiencies.

Lake Champlain, a considerable body of water between the States of New York and Vermont, and penetrating for a few miles into Canada. It is 140 miles in length, and from 1 to 10 in breadth, lying nearly north and south; and contains a great number of small islands, most of which belong to Vermont. The Champlain canal, 63 miles in length, connects it with the Hudson, and large steamboats and vessels of 100 tons navigate the lake from end to end. The scenery along its shores is highly picturesque, and its waters abound in salmon, salmon-trout, sturgeon, and other fish. Lake Champlain is navigable for large vessels, and has several good harbors on the Vermont side. It is of the greatest importance to Vermont by giving her facilities for internal commerce. From the shape of the lake, it gives the largest amount of coast-line and length of navigation, and makes up for the deficiency of navigable rivers. The commerce of Lake Champlain in 1856 was over 20,000 tons. The climate varies according to differences of level and other circumstances. It is healthy, although the winters are severe. The soil is fertile, but more suitable for pasturage than tillage. Wool is the staple production; sheep, horses, and cattle are raised in great numbers; marble, granite, and slate, are abundant, and valuable quarries of each are worked: iron ore in several localities throughout the State, and from the sulphuret of iron in Strafford and Shrewsbury, copperas is extensively manufactured. Several mineral springs occur.

There were, on the 1st January, 1856, eight railroads, with 516 miles of road finished and in operation. Capital employed in manufactures, $5,001,377; value of manufactured articles, $8,570,920. The principal places in the State are Montpelier, the capital, Burlington, Middlebury, Brattleboro, Norwich, St. Albans, and Castleton. There were in August, 1853, 33 banks, with a cash capital of $2,914,040.

FOREIGN COMMERCE OF THE STATE OF VERMONT,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$263,330		$263,330	$15,987	901	40
1822	249,216	$8,478	257,694	60,899	854	40
1823	236,140		236,140	62,242		
1824	208,258		208,258	161,854	665	35
1825	396,166		396,166	109,021	695	35
1826	884,202		884,202	228,650		
1827	1,259,441		1,259,441	144,078		
1828	239,610		239,610	177,539		
1829	808,079		808,079	205,392	24,101	
1830	658,256		658,256	140,059	19,290	
Total,	$5,202,698	8,478	5,211,176	1,305,719	46,506	140
1831	925,127		925,127	166,206	20,201	
1832	349,820		349,820	214,672	14,680	
1833	377,399		377,399	523,260	35,106	
1834	334,372		334,372	322,806	35,700	
1835	328,151		328,151	217,853	36,893	
1836	188,165		188,165	456,846	30,045	
1837	138,693		138,693	342,449	27,011	
1838	132,650		132,650	258,417	28,480	
1839	193,886		193,886	413,513	44,766	
1840	305,150		305,150	404,617	52,084	
Total,	$3,273,413		3,273,413	3,320,639	324,966	
1841	264,005	13,982	277,987	246,739	13,500	
1842	550,293	7,216	557,509	209,868		
1843*	141,834	28,137	169,971	38,000	15,359	
1844	196,574	216,793	413,367	97,183	56,336	
1845	213,976	328,631	542,607	81,997	52,728	
1846	215,316	188,504	403,820	127,223	79,766	
1847	231,985	282,313	514,298	239,641	72,064	
1848	299,269	234,833	534,102	306,005	74,416	
1849	299,938	388,931	688,869	147,721	97,218	325
1850	404,749	26,157	430,906	463,092	81,673	1,783
Total,	$2,817,939	1,715,497	4,533,436	1,957,469	542,460	2,108
1851	761,712	304	762,016	691,268	104,114	17,734
1852	216,088	172,025	388,113	192,593	42,973	14,606
1853	82,376	11,741	94,117	184,512	14,492	6,644
1854	310,078	1,135,166	1,445,244	237,279	29,803	10,154
1855	322,544	2,572,924	2,895,468	501,593	11,080	8,462
1856	350,607	680,843	1,031,450	1,560,118	20,057	19,737

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Burlington, Vermont, is the most populous town of the State. Its commerce by Lake Champlain, on a bay of which the town is built, is important, and its connections by railroad and steamboat afford it every facility in its prosecution. The harbor of Burlington is the best on the lake, and more vessels navigating the lake are owned here than at any other place. It is easy of access from the north and south, and to protect it from the west winds, a breakwater, 900 feet long was erected. Juniper Island is distant four miles from the wharf, and contains eleven acres of ground; a lighthouse was erected on this island in 1826; it is in the form of a truncated cone, thirty feet high, eighteen feet in diameter at the base, and twelve at the top, and is kept lighted at night during the season of navigation, from the middle of April to the 1st of December. Burlington has an extensive and fertile back country, and the mercantile business of the place amounts to about $1,000,000 annually. Tonnage, 1853, 5,875 tons; in 1856, it was 7,448 tons.

MASSACHUSETTS.

Massachusetts, one of the Eastern United States, lies between 41° 23′ and 42° 52′ N. latitude, and between 69° 30′ and 73° 30′ W. longitude. It is about 190 miles long, with an average breadth of 90 miles, and contains 7,250 square miles.

Early History.—The first and most ancient names which were given by historians to the territory of the State of Massachusetts were more or less the same with those of Maine, and we need not repeat them here. The name "La Côte des Almouchiquois" (the Coast of the Almouchiquois Indians), which the French introduced, and which the Dutch geographers frequently changed to "The Land of Almushikosen," covered particularly the whole extent of Massachusetts. This latter name was first introduced by the English navigators and explorers.

The word is said to be composed of the Indian words Mos (*Arrow-head*) and Wetuset (*hill*). The pure and correct orthography of the compound word is from this said to be Moswetuset, the hill in the shape of an arrow-head. The king of an Indian tribe is said to have resided on such a hill near the shores of Massachusetts bay, and his tribe of Indians received from this the name "the Indians of Moswetuset."

In the earliest time of the Plymouth colony, the name included only the country around Boston harbor; and the name was principally given to that great bay of which Boston harbor is part, and which was called *Massachusetts bay.*

There were, January, 1856, 43 railroads, of which 1,409 miles were finished, and in operation, and 48 miles in course of construction. The Middlesex canal, 27 miles long, connects Boston with Lowell. The Blackstone, and the Hampshire and Hamden canals are both in disuse.

The principal rivers are the Connecticut, a noble stream, winding for 50 miles across the State. Housatonic, which rises in Berkshire county, and flows through the W. part of the State; and Merrimac, which rises in New Hampshire, and has a course of 50 miles in the N. E. part of the State, and enters the ocean below Newburyport. It is navigable for large vessels to Haverhill, 15 miles. Besides these there are Nashua, Concord, Taunton, and Blackstone rivers. Massachusetts has numerous good harbors. There are several important islands off the S. shore of this State, to which they belong. The largest is Nantucket, 15 miles long and 11 broad, and which constitutes a county of its own name. Martha's Vineyard, W. of Nantucket, is 20 miles long, and from 2 to 10 broad, which, with other small islands, constitute Duke's county. The shores of Massachusetts are diversified by some bold promontories and capacious bays. Of the latter, Massachusetts bay, between Cape Ann on the N., and Cape Cod on the S., is about 40 miles in breadth. Buzzard's bay is on the S.W. side of Cape Cod, and is 20 miles long. Cape Ann, in the N. part of the State, is a rocky promontory, 15 miles in length. Cape Cod is a peninsula in the S.E. part of the State, extending 75 miles long, and from 2 to 20 broad, with a bend in the middle nearly at right angles. The peninsula of Nahant, a few miles N. of the harbor of Boston, is connected with the mainland by Lynn-beach, 2 miles long. It has become, on account of its cool breezes and wild sea views, a place of fashionable resort during the summer months.

FOREIGN COMMERCE OF THE STATE OF MASSACHUSETTS,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$3,638,597	$8,846.174	$12,484,771	$14,826,732	129,741	1,170
1822	4,072,166	8,526,359	12,598,525	18,337,320	135,834	5,297
1823	3,944,985	9,738,254	13,683,239	17,607,160	135,040	8,785
1824	4,038,972	6,395,356	10,434,328	15,378,758	134,952	4,667
1825	4,262,104	7,170,883	11,432,987	15,845,141	145,972	4,943
1826	3,888,138	6,210,724	10,098,862	17,063,482	139,746	4,519
1827	3,820,349	6,604,034	10,424,383	13,370,564	130,056	3,951
1828	4,096,025	4,929,760	9,025,785	15,070,444	138,999	4,819
1829	3,949,751	4.305,186	8,254,937	12,520,744	140,187	3,835
1830	3,599,952	3,613,242	7,213,194	10,453,544	148,124	5,176
Total,	$39,311,039	66,339,972	105,651,011	150,473,889	1,378,651	47,162
1831	4,027,201	3,706,562	7,733,763	14,269,056	157,530	7,483
1832	4,656,635	7,337,133	11,993,768	18,118,900	204,239	25,676
1833	5,150,584	4,532,538	9,683,122	19,940,911	201,097	31,785
1834	4.672,746	5,476,074	10,148,820	17,672,129	183,631	31,299
1835	5,564,499	4,479,291	10,043,790	19,800,373	210,021	38,167
1836	5,113.196	5,267,150	10,380,346	25,681,462	219,057	55,648
1837	4,871,901	4,856,289	9,728,190	19,984,668	188,321	59,559
1838	6,158,529	2,946,333	9,104,862	13,300.925	231,386	38,995
1839	5,526,455	3,749,630	9.276,085	19.385,223	193,378	45,069
1840	6,268.158	3,918,103	10,186.261	16,513,858	187,995	58,765
Total,	$52,009,904	46,269,103	98,279,007	184,667,505	1,976,655	392,446
1841	7,397,692	4,089,651	11,487,343	20,318,003	236,376	73,628
1842	6,719,115	3,087,995	9,807,110	17,986,433	212,291	86,848
1843*	4,430,681	1,974,526	6,405,207	16,789,452	138,295	49,253
1844	6,371.836	2,724,450	9,096,286	20,296,007	229,281	105,118
1845	7,756,396	2,594,634	10,351,030	22,781,024	231,096	122,212
1846	7,837,015	2,476,103	10,313,118	24,190,963	237,384	137,117
1847	9,262,777	1,985,685	11,248,462	34,477,008	235,800	132,634
1848	9,308,337	4,111,362	13,419,699	28,647,707	296,883	192,787
1849	8,174,667	2,090,195	10,264,862	24,745,917	280,187	244,067
1850	8,253,473	2,428,290	10,681,763	30,374,684	272,278	274,674
Total,	$75,511,989	27,562,891	103,074,880	240,607,198	2,369,871	1,418,338
1851	9,857,537	2,495,145	12,352,682	32,715,327	279,863	346.937
1852	14,144,001	2,402,498	16,546,499	33,504,789	308,539	348,974
1853	16,895,304	3,059,972	19,955,276	41,867,956	337,805	379,023
1854	17,895,738	3.542,766	21,438,504	48,563,788	362,615	375,391
1855	24,412,923	3,778,002	28,190,925	45,113,774	432,634	380,859
1856	26,255,613	3,467,247	29,822,860	43,814,884	414,858	372,213

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Boston, in Massachusetts, U. S., lat. 42° 23′ N., long. 71° 4′ W. The city is situated at the head of a deep bay, on a peninsula, being surrounded on three sides by water. Generally there is sufficient depth of water to enable the largest ships to come up to the city at all times of the tide; and they usually moor alongside of docks where there is perfect safety. The depth of water in the channel, varies from fifteen to thirty feet. It is the great center of the commerce of New England, and in this capacity receives and distributes one fifth of the whole commercial material of the United States. The tonnage of Boston, in 1856, was 521,117 tons.

Salem, city and port of entry, Mass. It is chiefly built on a tongue of land formed by two inlets from the sea, called North and South rivers; over the former are two bridges (one of which is crossed by the railroad), connecting it with Beverly. The harbor has good anchorage ground, but vessels drawing more than twelve or fourteen feet of water must be partially unloaded before they can come to its wharves. The tonnage of Salem in 1856, was 29,970 tons.

Nantucket, Mass. Tonnage in 1856, 16,857 tons.

RHODE ISLAND.

Rhode Island, one of the United States of America, and the smallest State in the Union, being about 49 miles long, and 29 broad, containing 1,200 square miles, of which 130 is included in Narragansett bay.

Early History.—The country round the Narragansett bay, and to the west of it, is in the first old works and maps, generally named Naragansetts, or the Naragansett country. The colonists at Plymouth discovered and entered this country already in the first years of the existence of their town. Roger Williams was the first settler in this territory. He and some other dissenters and refugees from Massachusetts founded here the towns of Providence, Newport, and Portsmouth. They united all in one government in the year 1643, under the name "Incorporation of Providence Plantation," or, as they are styled in King Charles First's patent of that year, "Incorporations of Providence Plantations in our Naragansetts bay, in New England." It is possible that John Clark and William Coddington, who were men of learning, with others who formed the first compact on Rhode Island in 1637, were familiar with the narratives of the early voyages to the American coast. They had been many times published in England by the famous Hakluyt, Purchas, and others, and our colonists had doubtless read, in the collected voyages of these compilers, the narrative of Verrazzano, who was the first European that ever entered the waters of Narragansett bay, which was in the year 1524. He was the first, too, to discover Block Island, to which he gave the name of Claudia, after the Queen, or mother of Francis I.; and in speaking of its shape, compared it with the Isle of Rhodes. This name may have thus been suggested to the early colonists.

In the year 1663, the colonists of that country obtained from Charles I. a charter, which incorporated their community under the name of the "Colony of Rhode Island and Providence Plantations." The Narragansett country, lying S. of Warwick, was also sometimes called The King's Province. The present legal and official name is still Rhode Island and Providence Plantations, but commonly the name is made shorter, State of Rhode Island.

Physical Features, etc.—This State on the N. and W. is hilly and broken, but becomes gradually level toward the sea. The islands in Narragansetts bay are distinguished by their pleasing and diversified scenery and fertile soil. The climate is healthy, particularly on the islands, where the sea breezes have the effect not only of mitigating the heat in summer, but moderating the cold in winter, and rendering the climate truly delightful. The rivers, though not large, furnish many fine mill seats, which are extensively used for manufacturing purposes. The principal are Pawtucket, Providence, Pawtuxet, Pawcatuck, and Wood rivers. Narragansett bay is a fine body of water, and contains a number of beautiful and fertile islands. Among them is Rhode Island, which gives name to the State. Iron ore and anthracite coal are found to some extent; marble, limestone, free-stone, and other building stone.

The principal places in the State are Providence city and Newport, each of which is used alternately as the Capital. There were in Sept. 1853, 77 banks in the State, with a paid capital of $15,917,429. There were built, and in operation, January, 1856, 145 miles of railroads.

FOREIGN COMMERCE OF THE STATE OF RHODE ISLAND,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$481,365	$515,463	$996,828	$1,082,968	21,314	107
1822	601,238	261,125	862,363	1,884,144	24,480	
1823	520,614	412,500	933,114	1,412,953	23,890	
1824	556,582	316,317	872,899	1,388,236	24,680	
1825	519,589	158,878	678,467	907,906	23,923	
1826	565,370	216,170	781,540	1,185,934	23,045	
1827	596,177	208,010	804,187	1,241,828	21,359	
1828	541,675	180,491	722,166	1,128,226	20,300	
1829	337,468	52,913	390,381	423,811	15,621	
1830	206,965	71,985	278,950	488,756	14,094	
Total,	$4,927,043	2,393,852	7,320,895	11,094,862	212,706	107
1831	348,250	19,215	367,465	562,161	22,787	
1832	377,656	156,803	534,459	657,969	26,672	89
1833	330,869	154,612	485,481	1,042,286	26,032	189
1834	420,885	80,741	501,626	427,024	25,228	401
1835	182,866	113,137	296,003	597,713	20,973	762
1836	212,297	16,123	228,420	555,199	24,924	1,192
1837	411,806	76,452	488,258	523,610	22,584	126
1838	270,065	21,192	291,257	656,613	27,728	295
1839	175,808	9,426	185,234	610,431	22,855	319
1840	203,006	3,983	206,989	274,534	17,436	
Total,	$2,933,508	651,684	3,585,192	5,907,540	237,249	3,364
1841	266,276	12,189	278,465	389,592	20,911	787
1842	323,437	25,259	348,696	323,692	19,264	729
1843*	105,292	555	105,847	155,758	7,645	
1844	257,602	3,175	260,777	269,437	17,471	1,782
1845	190,141	891	191,032	274,330	14,598	196
1846	220,019	4,345	224,364	210,489	18,257	785
1847	191,434	935	192,369	305,489	14,595	1,978
1848	215,860	5,771	221,631	351,590	19,816	3,148
1849	172,691	5,461	178,152	237,478	15,568	2,815
1850	206,299	9,966	216,265	258,303	16,770	1,705
Total.	$2,149,051	68,547	2,217,598	2,726,158	164,395	18,425
1851	223,404	14,873	237,777	310,630	19,838	3,747
1852	174,115	5,060	179,175	210,680	14,016	2,913
1853	302,454	8,031	310,485	366,116	16,301	7,077
1854	426,046	13,935	439,981	437,972	17,841	7,910
1855	331,287	4,736	336,023	536,387	17,210	6,474
1856	393,224	14,150	407,374	345,503	16,144	6,522

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Newport, Rhode Island, is situated on the south-west shore of Rhode Island, twenty-eight miles south from Providence, and five miles from the ocean. The harbor is one of the best in the United States, and is well defended. Its site is beautiful, and of late years it has been much resorted to in the summer season. Its shipping is mainly employed in the whale fisheries and coasting trade; its manufactures are various and of considerable extent. The tonnage of Newport in 1856, was 11,646 tons.

Providence, a city, and principal port of entry in Rhode Island, situated in lat. 41° 49′ 22″ N., long. 71° 24′ 28″ W. Providence has great commercial facilities, which have been well improved. The harbor is at the head of Narragansett bay, thirty-three miles from the ocean, is spacious, and has sufficient depth of water for the largest ships. The tonnage of Providence was 19,305 tons, in 1856.

Bristol, between Mount Hope bay and Narragansett bay, has a good harbor, and great facilities for navigation. The tonnage is the largest in the State, being, in 1856, 2,902 tons.

CONNECTICUT.

Connecticut, which is the southernmost of the New England States, is situated between 41° and 42° 2′ N. latitude, and 71° 20′ and 73° 15′ W. longitude, and between 3° 46′ 24″ and 5° 41′ 24″ E. longitude from Washington.

Early History.—The beautiful river from which the State of Connecticut derives its name, was first discovered (in the year 1614) by the Dutch Captain Adrian Block, who sailed into it as far up as the present site of Hartford, and who named it "De Versche river" (the Fresh river) probably from the fresh appearance of its waters and green valleys. The Dutch from New Amsterdam made some attempts at settlement along this river. But the English colonists and explorers from Plymouth and Boston, on their way to the west, reached it about the year 1630, and became soon the exclusive proprietors of the river and its valley. They adopted for it the original name of the aborigines, which, in its true Indian shape, is said to have been "Quonehtucut." The meaning of this word is stated to be "The Long river," and it appears to be a designation which the Indians applied often as a river name. Among others, we find also in Long Island a Connecticut river.

The State is watered by numerous rivers and streams. Few of the rivers are navigable for more than a short distance from their mouths. The principal is the Connecticut, which rises on the N. border of New Hampshire, and after a course of about 400 miles, falls into Long Island Sound, between Saybrook and Lyme. Its general direction is S. by W., separating New Hampshire from Vermont, and afterward passing through the western part of Massachusetts and the central part of Connecticut. Below Middleton it turns to the S. S. E., and continues in that direction to its mouth. It is navigable to Middleton, 30 miles from the sea, for vessels drawing 10 feet, and to Hartford, 20 miles higher, for vessels drawing 8 feet of water. The canals and other improvements recently made to overcome the rapids and falls, have rendered it navigable for small boats as far as Well's river, 250 miles above Hartford. The principal tributary of the Connecticut in this State is the Tunxis, or Farmington, which rises in the E. slope of the Green mountains in Massachusetts, and flows southward to Farmington, where it abruptly changes its course to the N. On breaking through the trap range of the Talcott mountains, it again takes a southerly direction, and falls into the Connecticut opposite East Windsor. The Housatonic rises in the western part of Massachusetts, and enters this State near its N. W. corner, after which it has a S. and S. E. course to the Sound. Its entrance is obstructed by a bar, but there is a sloop navigation for 12 miles. The Thames, formed by the junction of the Quinnebaug, Shetucket, and Yantic rivers near Norwich, falls into the Sound at New London.

The mineral wealth of Connecticut is considerable. Iron ore of excellent quality is found abundantly in various parts. The copper mines of Bristol and Plymouth are said to be the most profitable in the United States. According to Professor Silliman, the Bristol vein extends in a southerly direction for more than 30 miles, and, if fully worked, is capable of affording employment to 30,000 miners. The Plymouth mines are considered to be equally rich. Copper is also found at Granby.

FOREIGN COMMERCE OF THE STATE OF CONNECTICUT,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$366,180	$10,007	$376,187	$312,090	14,749	
1822	479,353	5,959	485,312	507,094	17,442	
1823	480,941	1,120	482,061	456,463	16,733	108
1824	570,634	5,218	575,852	581,510	20,946	
1825	684,686	4,584	689,270	707,478	24,395	
1826	695,454	13,439	708,893	736,194	21,634	
1827	567,100	23,175	590,275	630,004	18,078	
1828	493,925	27,620	521,545	485,174	17,588	
1829	450,985	6,985	457,970	309,538	16,090	
1830	385,610	3,901	389,511	269,583	18,285	77
Total,	$5,174,868	102,008	5,276,876	4,995,128	185,940	185
1831	482,073	810	482,883	405,066	20,139	
1832	430,466		430,466	437,715	20,944	367
1833	427,603		427,603	352,014	18,458	606
1834	421,419	997	422,416	385,720	18,548	204
1835	487,510	25,460	512,970	439,502	10,528	618
1836	431,176	7,023	438,199	468,163	20,342	1,542
1837	523,103	9,487	532,590	318,849	20,299	2,145
1838	543,610		543,610	343,331	18,892	420
1839	583,226		583,226	442,847	26,308	916
1840	518,210		518,210	277,072	24,122	479
Total,	$4,848,396	43,777	4,892,173	3,870,279	198,580	7,297
1841	599,348		599,348	295,989	27,886	3,027
1842	532,392		532,392	335,707	27,253	4,791
1843*	307,223		307,223	230,841	14,113	2,743
1844	798,725	1,291	800,016	323,299	33,381	4,780
1845	960,810	8,245	969,055	372,075	37,086	2,101
1846	765,912	10,000	775,912	413,478	31,131	5,937
1847	598,702	490	599,192	275,823	20,536	1,966
*1848	501,064		501,064	229,310	23,500	4,313
1849	264,000		264,000	234,743	20,440	3,719
1850	241,262	668	241,930	372,390	17,515	9,802
Total,	$5,569,438	20,694	5,590,132	3,083,655	252,841	43,179
1851	433,894	184	434,078	342,994	22,534	8,127
1852	505,904	270	506,174	394,675	27,507	10,237
1853	497,769	11,665	509,434	545,793	19,942	8,962
1854	721,307	18,268	739,575	562,977	23,750	7,342
1855	859,492	19,382	878,874	633,826	21,369	7,379
1856	797,062	3,262	800,324	737,401	18,602	5,380

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

New London, Connecticut, is situated on the Thames river, three miles from the ocean, fifty miles east of New Haven by railroad. Its harbor is one of the best in the United States, but is seldom visited by foreign vessels. The whale fisheries constitute its main interest, and it has also a large coasting trade. Several railroads connect it with the interior, New York, and Boston, and regular steamboats ply to and from New York. The tonnage in 1856, was 40,371 tons.

New Haven, Connecticut, is situated at the bottom of New Haven bay, about four miles from Long Island Sound, and is one of the principal towns on the railroad lines between New York and Boston. Its manufactures are extensive, and it is one of the principal clock and India-rubber localities. Several important railroads come in here, and regular steam communication is maintained with New York. The commerce of the city is small. The total tonnage in 1856, was 18,102 tons.

The tonnage of the other places is as follows:

Middletown, 14,221 tons.

Stonington, 18,102 tons.

Fairfield, 11,693 tons.

NEW YORK.

New York, one of the United States of America, situated between 40° 30′ and 45° 01′ N. latitude, and between 71° 50′ and 79° 56′ W longitude, and contains an area of 46,000 square miles.

Early History of New York State.—The Spaniards comprised the territory of the present State of New York under their great name of Florida, and designated it also on their maps of the sixteenth century particularly as the Tierra de Stephan Gomez, or shorter, Tierra de Gomez, because Gomez (1525) was for a long time the only Spanish navigator who was known to have explored especially these coasts.

The English comprised it since 1585 under the name Virginia, and since 1606 under the name of Northern Virginia, or the Northern Colony. Since 1616, they considered it as a part of New England, which name took the place of the old name of Northern Virginia, and went down like this as far south as the fortieth degree of N. latitude.

The Dutch began soon after the discovery of Hudson (1609) to call it Nieuw Nederlandt (the New Netherlands). This name may already have been in use for some time, but it occurs for the first time in a public document in the year 1614. They also sometimes called it Nieuw Holland. It is on maps also sometimes called New Belgium. They at first gave to it very extensive boundaries, as far east as Cape Cod, including the whole Barnstable peninsula, and south as far as the Delaware river, and beyond it. With these limits, we find it represented on many old Dutch maps. The southern limit on the Delaware river remained pretty much unchanged on the Dutch maps. Not so the eastern boundary. On later maps we see this advancing only as far as Nassau bay, Rhode Island. Since 1630 or 1635, the maps have it only as far as the Connecticut river, where at this time the English had already arrived with their plantations.

When, in the year 1664, the English conquered the whole country, it was named the Province of New York, in honor of James, Duke of York, brother of Charles II.

It lost in the same year a part of its coast by the grant which the Duke of York made to a company of gentlemen who founded the province of New Jersey, between the lower Hudson and the Delaware bay.

The principal rivers are the Hudson, 324 miles long, navigable 156 miles to Troy. The Mohawk, 135 miles long, which enters the Hudson a little above Troy; the Genesee, 125 miles long, which enters Lake Ontario having at Rochester, 5 miles from its mouth, two falls of 96 and 75 feet. Black river, which rises near the sources of the Hudson, and flows 120 miles into Lake Ontario; the Saranac, 65 miles long, entering Lake Champlain at Plattsburg; the Oswegatchie, 100 miles long, flowing into the St. Lawrence; the Oswego, proceeding 40 miles from Oneida Lake into Lake Ontario; the Au Sable, rising in the Adirondack mountains, and having a course of 75 miles to Lake Champlain. The majestic St. Lawrence forms a part of the northern boundary of the State. The head branches of the Susquehanna, the Alleghany, and the Delaware rise in this State. Besides Lake Ontario and Erie on the N., and Champlain on the E., which are but partly within it, there are wholly within the State many picturesque sheets of water.

FOREIGN COMMERCE OF THE STATE OF NEW YORK,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$7,896,605	$5,264,313	$13,160,918	$23,629,246	158,174	10,720
1822	10,987,167	6,113,315	17,100,482	35,445,628	185,666	17,784
1823	11,362,995	7,675,995	19,038,990	29,421,349	192,521	23,553
1824	13,528,654	9,368,480	22,897,134	36,113,723	222,271	18,142
1825	20,651,558	14,607,703	35,259,261	49,639,174	255,878	19,851
1826	11,496,719	10,451,072	21,947,791	38,115,630	214,664	21,365
1827	13,920,627	9,913,510	23,834,137	38,719,644	239,968	33,375
1828	12,362,015	10,415,634	22,777,649	41,927,792	217,113	42,373
1829	12,036,561	8,082,450	20,119,011	34,743,307	219,674	32,555
1830	13,618,278	6,079,705	19,697,983	35,624,070	229,341	36,574
Total,	$127,861,179	87,972,177	215,833,356	363,379,563	2,135,270	256,592
1831	15,726,118	9,809,026	25,535,144	57,077,417	254,331	72,444
1832	15,057,250	10,943,695	26,000,945	53,214,402	242,749	101,967
1833	15,411,296	9,983,821	25,395,117	55,918,449	384,175	153,566
1834	13,849,469	11,662,545	25,512,014	73,188,594	361,606	238,650
1835	21,707,867	8,637,397	30,345,264	88,191,305	589,855	348,078
1836	19,816,520	9,104,118	28,920,638	118,258,416	477,524	355,591
1837	16,083,969	11,254,450	27,338,419	79,301,722	433,008	404,784
1838	16,432,483	6,576,038	23,008,471	68,453,206	515,789	328,763
1839	23,296,995	9,971,104	33,268,099	99,882,438	569,736	330,666
1840	22,676,699	11,587,471	34,264,080	60,440,750	518,202	343,114
Total,	$180,058,526	99,529,665	279,588,191	753,921,699	4,346,975	2,672,623
1841	24,279,608	8,860,225	33,139,833	75,713,426	600,307	365,241
1842	20,739,256	6,837,492	27,576,778	57,875,604	556,989	340,520
1843*	13,443,234	3,319,430	16,762,664	31,356,540	381,281	174,374
1844	26,009,177	6,852,363	32,861,540	65,079,516	978,813	414,625
1845	25,929,904	10,245,394	36,175,298	70,909,085	926,280	414,688
1846	29,585,866	7,349,547	36,935,413	74,254,283	1,120,944	425,942
1847	44,816,480	5,027,883	49,844,363	84,167,352	1,040,340	488,755
1848	88,771,209	14,579,948	53,351,157	94,525,141	1,004,316	705,373
1849	86,788,215	9,224,885	45,963,100	92,567,369	1,358,643	784,514
1850	41,502,800	11,209,989	52,712,789	111,123,524	1,411,557	737,539
Total.	$301,815,779	83,507,156	385,322,935	757,571,840	9,379,470	4,851,571
1851	68,104,542	17,902,477	86,007,019	141,546,538	1,588,313	873,819
1852	74,042,581	13,441,875	87,484,456	132,329,306	1,570,927	906,793
1853	66,030,355	12,175,935	78,206,290	178,270,999	1,959,902	1,084,742
1854	105,551,740	16,982,906	122,534,646	195,427,933	1,918,317	1,035,154
1855	96,414,808	17,316,430	113,731,238	164,776,511	1,861,682	1,140,197
1856	109,848,509	9,262,991	119,111,500	210,162,454	2,136,877	1,385,577

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

New York, State of New York, and first seaport in the U. S., in lat. 40° 42′ N., long. 74° 8′ W., is situated on Manhattan Island, at the point of confluence of the Hudson and East rivers, the latter separating it from Long Island. New York bay, or inner harbor, is one of the finest and most capacious in the world; it is completely land-locked, and offers the very best anchorage. At the ebb tide there is about 21 feet of water on the bar at Sandy Hook, and the water in the inner and outer bays, and in the rivers, is deep enough to allow the largest class of vessel to come up to the wharves. Ice rarely impedes navigation, as the great strength of tide clears the bay twice a day. The city is about 20 miles from blue water. Besides the entrance through the Narrows, there is one through Long Island Sound, which gives a passage to Hurl Gate, with water from 30 to 40 feet, and through Hurl Gate for any ordinary vessel. Taking into consideration all the advantages, New York harbor can not be surpassed anywhere in the world. The tonnage in New York in 1856 was 1,328,036 tons, one fourth of the total tonnage of the United States.

NEW JERSEY.

New Jersey lies between 38° 55′ and 41° 24′ N. latitude, and between 73° 59′ and 75° 29′ W. longitude. It is 163 miles long and 52 broad, and contains 6,851 square miles.

Early History.—The shore and territory of the present State of New Jersey was at first, since 1606, a part of the great English province of Northern Virginia; and then (since about 1621) it was considered (at least by the Dutch) as a part of their New Netherlands.

The English, however, always claimed the country; and in the year 1648, Sir Edmund Ployden and some English gentlemen received a charter and grant of a great tract of country "lying midway between New England and Maryland," in which the name of New Albion was given. This is the first English name which this country received. The charter had, however, no great consequences. The Dutch remained in possession, and the name New Albion was forgotten.

When the English conquered the New Netherlands for the Duke of York, all this land was included in the large territory given to the Duke of York. But the Duke of York very soon sold (already in the year 1664) that part of his grant which was lying between Delaware and Hudson river, to Sir George Carteret and John Lord Berkeley. The grant which he gave to them, is dated on the 24th of June, 1664. The country received at once the name of New Jersey, in compliment of Sir George Carteret, whose ancestors came from the island of Jersey, and who was himself governor of the island of New Jersey. It has since that time always retained that name, with, so far as our sea-coast is concerned, unchanged boundaries. In old works and maps we find the name sometimes written "Jarzy," and also "Jarze." The name was often translated in Latin, "Provincia Nova Cæsarea." In the year 1676, the province was divided into East and West Jersey, and the whole then often called "The Jerseys." But, in the year 1702, those two provinces were again united by Queen Anne in one, called "New Jersey," and attached to New York. Since 1738, an independent royal province of New Jersey was established, and since 1776 the State of New Jersey.

The Raritan is navigable 17 miles to New Brunswick, and it enters Raritan bay; the Passaic is navigable for small vessels for about 15 miles, and enters into Newark bay; the Hackensack, navigable 15 miles, also enters Newark bay. Great Egg Harbor river, navigable 20 miles for small craft, passes through a bay of the same name and enters into the Atlantic. The principal bays are Newark and Raritan. Delaware bay is on its south-eastern border. It has two important capes, viz., Cape May, on Delaware bay, and Sandy Hook, at the entrance of the bay of New York. It contains quarries of good building stone, valuable mines of zinc and of iron, and in the south parts, beds of marl.

The principal places in this State are Trenton, the capital, Princeton, New Brunswick, Rahway, Elizabethtown, Jersey City, Hoboken, Paterson, Hackensack, Morristown, South Amboy, Freehold, Burlington, and Camden. There were in the State, January, 1854, 38 banks, with a paid capital of $5,147,741.

FOREIGN COMMERCE OF THE STATE OF NEW JERSEY,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$33,613	$98	$33,711	$17,606	231	
1822	83,551		83,551	103,190	2,302	
1823	26,064		26,064	5,933	1,298	
1824	28,989		28,989	637,518	1,463	
1825	43,980	3,233	47,213	27,688	1,657	
1826	30,859	7,106	37,965	48,004	1,658	
1827	25,627		25,627	238,497	933	571
1828	1,892		1,892	706,872	130	
1829	8,022		8,022	786,247	414	
1830	8,224	100	8,324	13,444	627	
Total,	$290,821	10,537	301,358	2,684,999	10,713	571
1831	11,430		11,430		703	
1832	53,991	7,803	61,794	70,460	782	800
1833	30,853	1,900	32,753	170	1,424	
1834	8,131		8,131	4,492	790	236
1835	66,363	7,678	74,041	18,932	2,337	
1836	38,769	24,040	62,809	24,263	3,076	
1837	19,640	24,577	44,217	69,152	427	9,002
1838	28,010		28,010	1,700	990	
1839	78,434	19,645	98,079	4,182	3,904	347
1840	14,883	1,193	16,076	19,209	725	
Total,	$350,504	86,836	437,340	212,560	15,158	10,385
1841	19,166		19,166	2,315	2,739	
1842	64,931	5,976	70,907	145	2,301	
1843*	8,033	2,588	10,621		130	
1844	13,889	4,300	18,189	17,670	609	
1845				829		
1846	4,087		4,087	635	181	
1847	18,428	700	19,128	4,837	552	615
1848	62		62	1,835		220
1849	355	8	363	4,253		428
1850	1,655		1,655	1,494	150	981
Total,	$130,606	13,572	144,178	34,013	6,662	2,244
1851	139		139	1,111		928
1852	1,438		1,438	2,491		1,393
1853	1,354		1,354	3,539		2,681
1854	2,225		2,225	3,971		2,029
1855	687		687	1,473		606
1856	390		390	2,788		608

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Jersey City, New Jersey, is a flourishing city at the mouth of the Hudson river, opposite New York city, and is the terminus of the southern railroad travel, and also of the New York and Erie Railroad and of the Morris Canal. Though a separate municipality, it may be considered as a suburb of the great metropolis, with which it connects by several ferries. It is a place of considerable manufacturing industry, ship-building, and commerce, and it is the American station of the Cunard line of New York and Liverpool steamships.

Paterson, New Jersey, is situated immediately below the falls of the Passaic river, 17 miles from New York. It ranks next to Newark in manufactures, and is the third city in the State in respect of population. Its principal products are cotton and silk goods, locomotives, machinery, paper, &c. On the opposite side of the river is the manufacturing town of Manchester. Paterson communicates with New York by the Paterson and Hudson R. R. and Morris Canal.

Perth Amboy, 31,949 tons.

Bridgetown, 16,652 tons.

PENNSYLVANIA.

Pennsylvania, one of the central United States, lies between 39° 43′ and 42° N. latitude, and between 74° and 80° 40′ W. longitude. It is 307 miles long and 160 broad, containing 47,000 square miles.

Early History.—The territory of this State was, before the year 1681, for the greater part comprised under the name Northern Virginia, and since 1616, under the name of New England.

When Penn, in the year 1681, obtained from Charles II. a great tract of land, between 40° and 42° N. latitude, he himself wished to give to it the name of New Wales; but the King, against Penn's wish, called it, in honor of Penn, Pennsylvania. The name is to be found, for the first time, in the King's charter of the 4th of March, of the year 1681.

In the year 1682, Penn, desirous of approaching his province to the sea coast, bought from the Duke of York, the whole tract of land and settlements along the west side of Delaware bay, the so-called three lower counties.

This tract of land remained, however, in connection with Pennsylvania only until the year 1776, when the inhabitants of these lands declared themselves independent, and founded the State of Delaware. By this the State of Pennsylvania was again excluded from the sea coasts, and as a nearly entirely inland State, the history of its limits is not of a great interest for our hydrographical researches.

The Delaware river washes the entire eastern border of the State, and is navigable for ships to Philadelphia. The Lehigh, after a course of 75 miles, enters it at Easton. The Schuylkill, 130 miles long, unites with it 6 miles below Philadelphia. The Susquehanna is a large river, which rises in New York, flows south through this State, and enters the Chesapeake bay, in Maryland. It is much obstructed by falls and rapids. The Juniata rises among the Alleghany mountains, and, after a course of 180 miles, enters the Susquehanna 11 miles above Harrisburg. The Alleghany river, 400 miles long, from the north, and the Monongahela, 300 miles long, unite at Pittsburg, and form the Ohio.

The Alleghany mountains cross the State from S.W. to N.E., and there are many smaller ranges on each side of the principal ridge and parallel to it. The south-eastern and north-western parts of the State are either level or moderately hilly. The soil is generally fertile, and much of it is of a superior quality; the best land on the south-east is on both sides of the Susquehanna. Between the head waters of the Alleghany and Lake Erie, the soil is very fertile. The anthracite coal region is immense. The Mauch Chunk, Schuylkill, and Lyken's Valley coal-field extends from the Lehigh river across the head waters of the Schuylkill, and is 65 miles in length, with an average breadth of 5 miles. The Lackawanna coal-field extends from Carbondale, on the Lackawannock, to 10 miles below Wilkesbarre, on the Susquehanna. The Shamokin field has been less explored. The production of coal in 1856 was estimated at 10,000,000 tons, of which 7,500,000 was brought to the Atlantic coast. Iron ore exists in nearly every county, and in the vicinity of Pittsburg, vast quantities are manufactured. Beds of copper and lead exist, and quarries of marble and building stone abound. There are in the south part valuable mineral springs.

FOREIGN COMMERCE OF THE STATE OF PENNSYLVANIA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$2,832,387	$4,559,380	$7,391,767	$8,158,922	69,436	3,641
1822	3,575,147	5,472,655	9,047,802	11,874,170	70,846	5,745
1823	3,139,809	6,477,383	9,617,192	13,696,770	75,630	5,293
1824	3,182,694	6,182,199	9,364,893	11,865,531	76,631	5,635
1825	3,936,133	7,333,848	11,269,981	15,047,797	82,435	2,385
1826	3,158,711	5,173,011	8,331,722	13,551,779	69,444	4,445
1827	3,391,296	4,184,537	7,575,833	11,212,935	68,753	4,097
1828	3,116,001	2,935,479	6,051,480	12,884,408	61,819	5,880
1829	2,617,152	1,472,783	4,089,935	10,100,152	52,841	4,625
1830	2,924,452	1,367,341	4,291,793	8,702,122	63,022	4,870
Total,	$31,873,782	45,158,616	77,032,398	117,088,586	690,857	46,616
1831	3,594,302	1,919,411	5,513,713	12,124,083	65,149	7,596
1832	2,008,991	1,507,075	3,516,066	10,678,858	46,726	14,131
1833	2,671,300	1,407,651	4,078,951	10,451,250	49,109	22,378
1834	2,031,803	1,957,943	3,989,746	10,479,268	46,411	16,236
1835	2,416,099	1,323,176	3,739,275	12,389,937	57,088	10,935
1836	2,627,651	1,343,904	3,971,555	15,068,233	49,670	14,349
1837	2,565,712	1,275,887	3,841,599	11,680,111	45,185	18,284
1838	2,481,543	995,608	3,477,151	9,360,371	75,342	8,359
1839	4,148,211	1,151,204	5,299,415	15,050,715	64,318	13,381
1840	5,736,456	1,083,689	6,820,145	8,464,882	72,288	11,340
Total,	$30,282,068	13,965,548	44,247,616	115,747,208	571,286	136,989
1841	4,404,863	747,638	5,152,501	10,346,698	74,201	9,322
1842	3,293,814	476,913	3,770,727	7,385,858	65,208	13,712
1843*	2,071,945	283,003	2,354,948	2,760,630	41,573	5,899
1844	3,265,027	270,229	3,535,256	7,217,267	70,650	8,627
1845	3,129,673	444,685	3,574,363	8,159,227	63,271	12,987
1846	4,157,918	593,087	4,751,005	7,989,396	77,272	7,627
1847	8,263,311	281,080	8,544,391	9,587,516	107,930	35,213
1848	5,428,309	304,624	5,732,933	12,147,584	77,870	20,218
1849	4,850,872	492,549	5,343,421	10,645,500	93,322	27,005
1850	4,049,464	452,142	4,501,606	12,066,154	81,276	30,342
Total,	$42,915,201	4,345,350	47,260,551	88,305,830	752,573	170,952
1851	5,101,969	254,067	5,356,036	14,168,761	102,123	38,051
1852	5,522,449	306,122	5,828,571	14,785,917	90,951	48,981
1853	6,255,229	272,767	6,527,996	18,834,410	101,029	50,656
1854	9,846,810	257,606	10,104,416	21,359,306	120,640	53,567
1855	5,993,125	289,213	6,274,338	15,309,935	114,208	35,720
1856	7,043,408	189,164	7,232,572	16,590,045	112,087	31,245

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Philadelphia, near the confluence of the rivers Delaware and Schuylkill, in lat. 39° 57′ N., long 75° 10′ W., and near the head of the Delaware bay. Vessels of the largest burden ascend the river as far as Newcastle, but those drawing above 18 or 20 feet of water can not reach Philadelphia, on account of a bar a little below the city. The entrance to the magnificent bay formed by the embouchure of the Delaware, has Cape May on the north, and Cape Henlopen on its south side. The commerce of Philadelphia has not kept pace with her growth in other respects, especially in manufactures. The tonnage in 1856, was 197,228 tons.

Erie, port of entry, Pa. It is beautifully situated on Presque Isle Bay, on Lake Erie, covers one mile square, and has one of the best harbors on the lake, the channel or entrance to which has lately been much improved; the water is from 11 to 20 feet deep, and the largest steamboats enter without difficulty. There is a lighthouse on the west side of the entrance of Presque Isle bay, lat. 42° 8′ 14″ N.; shows a fixed light, elevated 93 feet above the surface of the lake, and visible for a distance of 14¾ miles. The beacon is on the east side of the bay; visible 8¾ miles.

DELAWARE.

Delaware, one of the middle United States, next to Rhode Island the smallest in the Union, and in population the least.

Early History.—That Delaware bay was already known to the Spaniards a long time before Hudson there is no doubt. But the question is what they called it. Benson, in his memoir on the names of the State of New York, says that they called it The Bay of all Saints. He does not give his authority.

In the most ancient Spanish description of the east coast which we have (that of Oviedo), this "Bay of all Saints" is not mentioned at all. But Oviedo mentions a Bahia de S. Christoval on the east coast, and says that it stands under 39° N. latitude. This is nearly exactly the latitude of Delaware bay, which therefore probably is designated by him under that name. If it is true that the Spanish Cabo de las Arenas is our Cape Henlopen, then that large bay which the Spanish maps invariably paint immediately to the north of this cape, must be Delaware bay. The figure which they give to this bay, as well as to the river which they make run into it, corresponds with the configuration of this bay and river.

The first navigator whom we can prove to have been at the entrance of the bay, is Henry Hudson, when (1609) he sailed along the coast from Chesapeake bay toward the north. He looked into the bay, found it full of shoals, did not explore it, gave to it no name, and "suspected, from the currents which came out from it, that there was a river leading into it."

It is pretty generally said that Lord Delaware, when (in the year 1610) he sailed to Chesapeake bay, was thrown out of his way, and touched at this bay, and that it was therefore called by him or by his companions, and by the first English settlers in Virginia, Delaware bay. This was not only the first English, but upon the whole the first name under which the bay became more generally known in Europe. We see it for the first time mentioned and written in the letter of Captain Argall, of the year 1612, in "Purchas' Pilgrims."

The old Virginian writers spelled or corrupted the name in very different ways. Sometimes they write, "My Lord Delaware's bay," sometimes "Delavar bay," and sometimes "Delaware bay." Later French map-makers (for instance, Bellin) made of this "Bay de Laware, or Lavar."

The first map on which we find this name is a little map of the greater part of the east coast by Captain Smith, of the year 1624.

Delaware, a river of the United States, which rises on the west side of the Catskill mountains, State of New York, and after separating Pennsylvania from New York and New Jersey, falls into the Delaware bay five miles below Newcastle. It is formed by the union of two streams. The Mohawk, or western and main branch, rises from a small lake in latitude 42° 45′ N., at an elevation of 1886 feet above the sea, and flows S.W. for nearly 50 miles, when it turns suddenly to the S.E., flowing in that direction for five miles to the Pennsylvania boundary line in latitude 42° N. Eight miles below this spot it is joined by the Popaeton branch, which has a previous S.W. course of about 50 miles.

FOREIGN COMMERCE OF THE STATE OF DELAWARE,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$75,915	$9,530	$85,445	$80,997	2,988	
1822	163,950	4,642	168,592	216,969	4,032	145
1823	35,724	18,113	53,837	60,124	124	
1824	18,964		18,964	12,080	199	127
1825	29,361	2,295	31,656	18,693	827	
1826	33,318	1,877	35,195	10,009	1,136	
1827	9,406		9,406	6,993	317	
1828	27,028	2,367	29,395	15,260	1,050	
1829	7,195		7,195	24,179	308	
1830	52,258		52,258	26,574	962	141
Total,	$453,119	38,824	491,943	471,878	11,343	413
1831	34,514		34,514	21,656	799	965
1832	16,242		16,242	23,653	699	333
1833	45,911		45,911	9,043	186	
1834	51,945		51,945	185,943		
1835	88,826		88,826	10,611		
1836	74,981		74,981	107,063		
1837	40,333		40,333	66,841		
1838	36,844		36,844	1,948		
1839	8,680		8,680			
1840	37,001		37,001	802		
Total,	$435,277		435,277	426,960	1,684	1,298
1841	38,585		38,585	3,276	1,632	2,202
1842	55,665		55,665	3,557	2,537	2,672
1843*	98,490	192	98,682	4,685	1,949	366
1844	125,771	406	126,177	8,093	3,882	
1845	138,195		138,195	2,274	4,953	100
1846	144,045	2,177	146,222	11,215	3,495	
1847	235,459		235,459	12,722	4,096	839
1848	83,039	19	83,058	490	2,466	3,612
1849	37,850	379	38,229	1,400	1,091	1,599
1850						
Total,	$957,099	3,173	960,272	47,712	26,101	11,390
1851						
1852						
1853						
1854	80,920		80,920		2,053	
1855	63,087		63,087	5,821	2,444	
1856	76,380		76,380	3,053	1,674	

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Wilmington, port of entry, and the principal commercial town of Delaware, situated between Brandywine and Christiana creeks, one mile above their junction. On Brandywine creek are some of the finest flouring mills in the United States, to which vessels drawing eight feet water can come. Christiana creek is navigable for vessels drawing fourteen feet of water, and gives to Wilmington considerable commerce. The tonnage of the port in 1856, was 13,665 tons.

Delaware Breakwater. This breakwater is situated at the entrance into Delaware bay, near Cape Henlopen. The anchorage ground, or roadstead, is formed by a cove in the southern shore, directly west of the pitch of the cape, and the seaward end of an extensive shoal called *The Shears*. The entrance from the ocean is 1,950 feet in width, and is accessible during all winds from the sea. The depth of water is from 24 to 36 feet, at low tide, throughout the harbor. There are two dykes—one of 1,500 feet, and the other of 6,000 feet, giving a secure harbor of seven tenths of a square mile. The objects of this artificial harbor are to protect vessels from winds from the E. to N. W., by way of N., and against the floating ice of the bay.

MARYLAND.

Maryland, one of the central United States, lies between 38° and 39° 44′ N. latitude, and between 75° 10′ and 79° 21′ W. longitude. It is 196 miles long, and 120 broad, containing 11,000 square miles.

Early History of Maryland.—In the year 1632, King Charles I. gave a charter to Cecilius Calvert, Lord Baltimore, and granted to him a tract of land lying in that peninsula, between the ocean and Chesapeake bay, and around the northern extremities of that same bay, and ordered this land to be called Maryland, in honor of the Queen Henrietta Maria, the consort of Charles I. She was of the Catholic religion, like Lord Baltimore himself, as were likewise the greater part of the settlers which he carried out. The name appears for the first time in the charter of Maryland of the 20th June, 1632.

It is possible that Lord Baltimore and his associates, in proposing to the king that name, had also under consideration at the same time the old Spanish maps of North America on which Chesapeake bay is called St. Mary's bay (Bahia de Santa Maria), and that they had a desire to carry back to this bay that old and historical name. It may be a mere accident that the name Maria was as well in modern as in ancient times applied to the same regions. But what we call accident in history is often secretly linked together by an association of ideas which escapes our research.

The Potomac river, which divides the State from Virginia, is 350 miles long, and navigable about 180 miles to Washington city. It is 7½ miles wide at its mouth. The great falls are 14 miles above Washington; the perpendicular descent is 16 feet, and the rapids extend for several miles up the river, and form a very picturesque view. The Susquehannah is a large river which enters into the head of Chesapeake bay in this State. It is 1¼ miles wide at its mouth, but is navigable only 5 miles, being above that much obstructed by falls and rapids. The Patapsco is a small river, navigable, however, 14 miles to Baltimore for ships. The Patuxent is 110 miles long, and is navigable for 50 miles for vessels of 50 tons. The other rivers are Elk, Sassafras, Chester, Choptank, Nanticoke, and Pocomoke. The Chesapeake bay, 270 miles long, and from 70 to 20 wide, and by its numerous inlets furnishes many fine harbors, and abounds with the choicest water-fowls, fish, etc.

There were in this State (January, 1856) 3 railroads, with 466 miles of road finished, and in operation, and 30 miles in course of construction, The Chesapeake and Ohio canal, 184 miles long, is mostly in this State. Capital invested in manufactures, $14,753,143; value of manufactured articles, annually, $32,477,702.

Number of vessels built, and their tonnage, in the State of Maryland during the year ending June 30, 1856:

District.	Ships and Barks.	Brigs.	Schooners.	Sloops and Canal boats.	Total number.	Tonnage.
Baltimore,	12	8	43	3	66	15,393
Oxford,	..	..	25	..	25	2,004
Vienna,	..	..	33	..	33	1,920
Snow Hill,	..	..	7	..	7	468
Annapolis,	..	..	2	..	2	133
Total,	12	8	110	3	133	19,918

FOREIGN COMMERCE OF THE STATE OF MARYLAND,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$2,714,850	$1,135,544	$3,850,394	$4,070,842	61,687	4,677
1822	3,496,993	1,039,803	4,536,796	4,792,486	58,790	9,469
1823	4,173,112	1,857,116	6,030,228	4,946,179	62,911	7,615
1824	3,549,957	1,313,276	4,863,233	4,551,642	73,610	6,017
1825	3,092,865	1,408,939	4,501,804	4,751,815	66,228	3,845
1826	2,947,352	1,063,396	4,010,748	4,928,569	62,212	2,931
1827	3,457,691	1,058,715	4,516,406	4,405,708	67,430	4,191
1828	3,107,819	1,226,603	4,334,422	5,629,694	59,532	6,631
1829	3,662,273	1,142,192	4,804,465	4,804,135	54,983	6,890
1830	3,075,985	715,497	3,791,482	4,523,866	55,020	3,836
Total,	$38,278,397	11,961,081	45,239,478	47,404,936	622,403	56,102
1831	3,730,506	578,141	4,308,647	4,826,577	65,370	10,276
1832	3,015,873	1,484,045	4,499,918	4,629,303	49,330	15,643
1833	3,301,014	761,453	4,062,467	5,437,057	47,181	25,499
1834	3,012,708	1,155,537	4,168,245	4,647,483	41,702	17,350
1835	3,176,866	748,368	3,925,234	5,647,153	45,293	18,526
1836	3,028,916	646,559	3,675,475	7,131,867	39,416	18,507
1837	3,365,173	424,744	3,789,917	7,557,033	39,195	35,793
1838	4,165,168	359,407	4,524,575	5,701,869	54,421	22,685
1839	4,313,189	263,372	4,576,561	6,995,285	49,293	19,556
1840	5,495,020	273,748	5,768,768	4,910,746	67,718	25,546
Total,	$36,604,433	6,695,374	43,299,807	57,734,373	498,979	209,391
1841	4,789,160	158,006	4,947,166	6,101,313	63,656	23,598
1842	4,635,597	269,259	4,904,766	4,417,078	61,447	21,260
1843*	2,820,214	195,342	3,015,556	2,479,132	41,473	15,431
1844	4,841,950	291,216	5,133,166	3,917,750	69,834	21,205
1845	4,946,237	275,740	5,221,977	3,741,304	69,716	22,342
1846	6,744,110	124,945	6,869,055	4,042,915	88,404	30,887
1847	9,632,360	129,884	9,762,244	4,432,814	114,802	55,228
1848	7,016,034	113,748	7,129,782	5,343,643	84,709	36,221
1849	7,786,695	213,965	8,000,660	4,976,731	118,276	31,652
1850	6,589,481	377,372	6,967,353	6,124,201	89,296	37,523
Total,	$59,801,743	2,149,977	61,951,725	45,576,881	801,613	295,347
1851	5,416,798	218,988	5,635,786	6,650,645	75,406	30,383
1852	6,514,641	153,220	6,667,861	6,719,986	83,606	42,637
1853	7,768,224	138,235	7,906,459	6,330,078	87,218	56,378
1854	11,655,250	127,382	11,782,632	6,787,552	136,524	54,750
1855	9,882,218	513,766	10,395,984	7,788,949	111,096	47,494
1856	10,856,637	264,761	11,121,398	9,119,907	118,872	40,439

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Baltimore, a city in the State of Maryland, U. S., situated on the north side of the Patapsco river, about 14 miles above its entrance into the Chesapeake bay, in lat. 39° 17′ N., long. 76° 36′ W. The harbor is spacious and convenient, and the water deep. The tonnage of Baltimore is considerable; in 1856, it amounted to 183,344 tons. Baltimore is celebrated for building fast-sailing schooners called clippers, and for the great durability of the vessels. In the last fiscal year there were built at this port, 12 ships, 8 barks, 43 schooners, 3 sloops, with an aggregate tonnage of 15,393 tons.

Annapolis, city, port of entry, and capital of Maryland, on the Chesapeake bay, at the entrance of Severn river. The State House is remarkable as the building in which the American Congress, during the Revolutionary war, held some of its sessions. The Senate Chamber, which witnessed the last scene of the great drama of the Revolution, Washington's resignation of his commission to the Congress, has been preserved unaltered. The United States Naval Academy, at Fort Severn, has seven professors, and seventy midshipmen as students. Tonnage of the port in 1856, was 1,332 tons.

COMMERCIAL POLICY OF THE UNITED STATES.

The United States has, since the very commencement of its existence as an independent government, ever been willing and ready to reciprocate, to the fullest extent, and in the most liberal spirit, all privileges and favors, whether of navigation or commerce, extended to its flag by foreign nations. To this end, and in order to anticipate the usually dilatory process of treaty negotiations, the President of the United States is vested, by act of Congress, with authority to issue his proclamation, granting to the vessels of foreign nations equal and similar privileges and favors to those extended to the vessels of the United States in the ports of such foreign nations, on receiving official notice thereof from the accredited agents of such governments. The following is the law referred to: Act of May 24, 1824—*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That upon satisfactory evidence being given to the President of the United States, by the government of any foreign nation, that no discriminating duties of tonnage or impost are imposed or levied in the ports of the said nation, upon vessels wholly belonging to the citizens of the United States, or upon the produce, manufactures, or merchandise, imported in the same from the United States, or from any foreign country, the President is hereby authorized to issue his proclamation, declaring that the foreign discriminating duties of tonnage and impost, within the United States, are, and shall be, suspended and discontinued, so far as respects the vessels of the said foreign nation, and the produce, manufactures, or merchandise imported into the United States in the same, from the said foreign nation, or from any other foreign country: the said suspension to take effect from the time of such notification being given to the President of the United States, and to continue so long as the reciprocal exemption of vessels, belonging to citizens of the United States, and their cargoes, as aforesaid, shall be continued, and no longer.

Vessels belonging to the following nations are admitted, under the provisions of law, treaties of commerce and navigation, or conventions, into the ports of the United States, on the same terms as American vessels, with the produce or manufactures of their own or any other country:

Argentine Confederation, Austria, Belgium, Brazil, Chile, Denmark,* Ecuador, Great Britain, Greece, New Granada, Guatemala, Hanover, Hanse-Towns (Hamburg, Bremen, and Lubec), Mecklenburg-Schwerin, Netherlands, Oldenburg, Peru, Prussia, Russia, San Salvador, Sardinia, Sweden, and Norway, Tuscany, Two Sicilies, Venezuela.

Vessels belonging to the following nations, with which the United States have reciprocal treaties, on the footing of the "most favored nations," or with whom reciprocity exists by virtue of the act of Congress given above, are admitted into the ports of the United States on the same terms *as respects tonnage or navigation duties*, as vessels of the United States, with the produce or manufactures of their own or any other country: Bolivia, Costa Rica, Mexico, Muscat, Ottoman Empire, Portugal, and Uruguay.

* The treaty between the United States and Denmark expired on the 14th day of April, 1856.

FOREIGN COMMERCE OF THE DISTRICT OF COLUMBIA,

From October 1, 1820, to July 1, 1856. Including Alexandria to June 30, 1846.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$848,609	$49,843	$898,452	$398,984	15,035	
1822	1,031,475	11,955	1,043,430	470,613	15,025	173
1823	779,502	21,793	801,295	275,083	12,586	128
1824	696,853	25,552	722,405	379,958	12,167	221
1825	749,159	9,208	758,367	277,297	12,342	
1826	620,391	3,840	624,231	269,630	11,664	59
1827	1,182,142		1,182,142	327,623	17,349	485
1828	705,581	1,862	707,443	181,665	13,269	990
1829	914,235	13,812	928,097	205,921	13,466	261
1830	746,591	7,382	753,973	168,550	13,803	
Total,	$8,274,588	145,247	8,419,835	2,955,324	136,706	2,317
1831	1,207,517	13,458	1,220,975	193,555	19,362	878
1832	1,146,066	8,408	1,154,474	188,047	14,748	3,089
1833	981,366	21,450	1,002,816	150,046	12,962	2,140
1834	806,902	13,492	820,394	196,254	10,792	2,269
1835	514,571	3,068	517,639	111,195	9,296	1,183
1836	323,692	3,182	326,874	111,419	4,650	512
1837	467,766	1,443	469,209	102,225	3,894	3,600
1838	366,760	6,353	373,113	122,748	4,464	1,063
1839	497,965	5,752	503,717	132,511	6,698	1,547
1840	751,429	2,494	753,923	119,852	12,815	2,689
Total,	$7,064,034	79,100	7,143,134	1,427,852	99,681	18,920
1841	764,835	4,496	769,331	77,263	11,472	3,361
1842	493,820	2,855	501,675	29,056	7,055	4,197
1843*	284,763	185	284,948	95,442	5,242	3,001
1844	550,298	9,254	559,552	65,628	9,301	3,983
1845	509,429	735	510,164	70,529	10,772	2,529
1846	913,701	1,213	914,914	79,770	15,390	3,502
1847	124,269		124,269	25,049	2,123	298
1848	83,666		83,666	25,938	1,552	
1849	111,607		111,607	35,668	2,320	
1850	80,388	200	80,588	59,819	1,520	200
Total.	3,921,776	18,938	3,940,714	564,162	66,747	21,071
1851	72,560		72,560	80,813	1,859	
1852	79,005		79,005	54,142	2,014	
1853	75,456		75,456	71,494	1,681	
1854	37,992		37,992	48,108	841	
1855	36,143		36,143	24,699	912	
1856	20,001		20,001	55,017	840	

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Georgetown, District of Columbia, is a port of entry at the head of the Potomac navigation, 180 miles from the sea, and is divided from Washington by Rock Creek. It is built on a range of hills, and commands a magnificent landscape. The city is one of the handsomest in the country, and the seat of several well-known educational establishments, and is the residence of many persons of distinction. Its manufactures are increasing, and perhaps no other place is so celebrated for its fisheries of shad and herring, thousands of barrels of which are packed in the fishing season. The Chesapeake and Ohio Canal here crosses the Potomac on a magnificent aqueduct, 1,446 feet long, and 36 feet above the ordinary tide. The tonnage of Georgetown in 1856, was 20,966 tons.

Alexandria, formerly District of Columbia, is situated 6 miles below Washington. It has a good harbor, and considerable trade in flour and coal. Since 1850 the commerce has nearly doubled. The tonnage in 1856 was 7,221 tons.

VIRGINIA.

Virginia, one of the United States of America, lies between 36° 33′ and 110° 43′ N. latitude, and between 75° 25′ and 83° 40′ W. longitude. It is 370 miles long, and 200 broad at its greatest breadth, containing 61,352 square miles.

Early History.—The coast of the country which we now name Virginia is said to have been known to the old Northmen. One of them, Gudleif Gudlaugsen, is said to have sailed in the year 1028 so far to the south. He is supposed to have called the country Huitramannaland, the Land of the Whitemen, which may be considered the oldest and first name under which these regions became ever known to the Europeans. The Spaniards, since 1520, included the land under the names of Terra de Ayllon and Florida, and the French, since 1563, under the name of Nouvelle France. The English invented the name Virginia at first (1583) for the country lying around Pamlico and Albemarle Sounds. They composed this name, it is said, for two reasons: first, because it was discovered in the reign of their Virgin Queen, Elizabeth; and, secondly, "because the country seemed still to retain the virgin purity and plenty of the first creation, and the people there the primitive innocence."

They extended this name at once over a great part of the east coast, and particularly over the vicinity of Chesapeake bay, which was already discovered from the Roanoke settlements, and which we see included under the name of Virginia on the first map of Virginia, 1590.

When, since 1606, the Chesapeake bay was better explored and settled, and when it became the principal center of the English settlements on the east coast, this region was par excellence called Virginia, sometimes New Virginia, while the former settlements and country round Albemarle Sound, then forsaken, were sometimes (for instance, on a map of Captain J. Smith) called Ould Virginia. This was, however, a more popular manner of denomination. The official or legal name of the country was, in the year 1606, by King James I. thus confined: He called Virginia, or the Virginian territory or coast, the whole east coast of North America, from the thirty-fourth to the forty-fifth degree of northern latitude. This whole territory was divided by the royal patent into two parts, a northern and a southern. The southern commenced in the south at 34° north latitude and ended in the north at about the 48° north latitude. It was called the First Colony, or the Southern Settlements in Virginia, or Virginia proper.

Rivers, etc.—The Potomac river separates Virginia from Maryland. James river is the largest which belongs to this State. It is 500 miles in length, and flows from the mountains in the interior behind the Blue Ridge, through which it passes. It is navigable for sloops 120 miles, and for boats much further, and flows into Chesapeake bay. The Appomatox is 130 miles long, and enters James river 100 miles above Hampton roads, and is navigable 12 miles to Petersburg. The Rappahannock, 130 miles long, and navigable 110 miles for sloops, rises in the Blue Ridge, and flows into the Chesapeake. York river enters the Chesapeake, 30 miles below the Rappahannock, and is navigable 40 miles for ships. The Shenandoah enters the Potomac just before its passage through the Blue Ridge.

FOREIGN COMMERCE OF THE STATE OF VIRGINIA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$3,026,170	$53,040	$3,079,210	$1,078,490	33,545	6,483
1822	3,209,852	7,587	3,217,389	864,162	30,122	7,413
1823	4,000,914	5,874	4,006,788	681,810	28,866	9,320
1824	3,276,478	1,086	3,277,564	639,787	45,677	8,070
1825	4,122,340	7,180	4,129,520	553,562	41,309	7,610
1826	4,596,077	655	4,596,732	635,438	50,734	8,069
1827	4,646,737	11,201	4,657,938	431,765	53,235	7,843
1828	3,324,616	15,569	3,340,185	375,238	42,958	7,278
1829	3,783,493	3,938	3,787,431	395,352	40,629	6,771
1830	4,788,804	2,480	4,791,284	405,789	43,715	4,305
Total,	$38,775,481	108,560	38,884,041	6,061,393	410,781	73,162
1831	4,149,986	489	4,150,475	438,522	48,719	11,879
1832	4,493,916	16,734	4,510,650	553,639	56,788	19,383
1833	4,459,534	8,053	4,467,587	690,391	46,527	21,960
1834	5,469,240	13,858	5,483,098	837,325	49,868	17,097
1835	6,054,445	9,618	6,064,063	691,255	43,692	13,957
1836	6,044,028	148,012	6,192,040	1,106,814	42,612	16,719
1837	3,699,110	3,604	3,702,714	813,862	29,397	16,562
1838	3,977,895	8,333	3,986,228	577,142	18,779	9,711
1839	5,183,424	3,772	5,187,196	913,462	41,494	7,895
1840	4,769,937	8,283	4,778,220	545,085	48,460	6,218
Total,	$48,301,515	220,756	48,522,271	7,217,497	426,331	141,381
1841	5,628,910	1,376	5,630,286	377,237	53,910	9,333
1842	3,745,227	5,159	3,750,386	316,705	45,122	10,518
1843*	1,954,510	2,655	1,957,165	187,062	34,943	4,353
1844	2,923,238	19,041	2,942,279	267,654	44,100	7,343
1845	2,101,045	3,536	2,104,581	267,658	36,180	4,521
1846	3,523,963	336	3,529,299	209,004	48,571	7,103
1847	5,645,668	12,706	5,658,374	386,127	63,116	35,072
1848	3,679,358	1,554	3,681,412	215,081	48,420	16,972
1849	3,369,422	4,316	3,373,738	241,935	58,989	10,589
1850	3,413,158	2,488	3,415,646	426,599	42,091	23,367
Total,	$35,989,999	53,167	36,043,166	2,895,062	475,442	129,171
1851	3,087,444	2,624	3,090,068	552,933	34,161	31,186
1852	2,721,707	2,950	2,724,657	735,858	37,384	29,089
1853	3,302,561	4,230	3,306,791	899,004	35,901	27,006
1854	4,752,218	1,930	4,754,148	1,276,216	52,663	30,667
1855	4,346,329	33,599	4,379,928	855,405	48,790	22,942
1856	5,489,622	5,745	5,495,367	692,395	43,679	24,048

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Alexandria, city, seaport, in Virginia, 100 miles from the Chesapeake bay, lat. 38° 48′ N., long. 0° 3′ W. from Washington. It is finely situated on the right bank of the Potomac, which has a depth of water here sufficient for a vessel of the largest class, being about 24 feet at the wharves, and 40 feet in the channel. The tonnage in 1856, was 7,221 tons.

Norfolk, Virginia, situated on the Elizabeth river, eight miles from Hampton Roads, Chesapeake bay, in lat. 37° 12′ N., and long. 76° 40′ W. Its harbor is capacious and deep, easy of access, and safe in all weathers. The Roads are formed by an enlargement of James river, at its mouth, in Chesapeake bay, and they offer an anchorage unsurpassed in the world. On the opposite side of the river is Portsmouth, in connection with which it is the chief naval station of the Union. In population and importance it is the second city of the State, and has a very valuable commerce, and considerable manufactures. The tonnage of Norfolk, in 1856, was 27,757 tons.

Petersburg, Virginia, on the south bank of the Appomattax river.

NORTH CAROLINA.

North Carolina lies between 33° 50′ and 36° 30′ N. lat., and between 75° 45′ and 84° W. long. from Greenwich, and between 6° 20′ W. and 1° 33′ E. long. from Washington. Area, 45,500 square miles.

The country around Albemarle Sound, our present North Carolina, was called sometimes on the maps with the original Indian name Wigandacoa, or Weapemeoc, and sometimes Ould Virginia. To the south of Roanoke and Albemarle Sound, the English tried to establish a province or colony for the first time in the year 1629, when Sir Robert Heath, Attorney-general to Charles I., obtained from this king a grant of the whole unknown country between 38° N. latitude and the river St. Mateo, and when this country was called, in honor of Charles I., Carolana.

Physical Features, etc.—Along the entire coast of this State there is a ridge of sand, separated from the main land in some places by narrow, and in other places by broad sounds and bays. The passages or inlets through it are shallow and dangerous, Ocracoke inlet being the only one through which vessels pass. Capes Hatteras and Lookout are projecting points in this belt, and off them, particularly the former, is the most dangerous navigation on the coast of the United States. Cape Fear is on an island off the month of Cape Fear river. For sixty or eighty miles from the shore the country is level, the streams sluggish, and there are many swamps and marshes. The soil is sandy and poor, excepting on the margins of the streams, where it is frequently very fertile. The natural growth of this region is mostly the pitch-pine. This tree affords tar, pitch, turpentine, and lumber, which constitute an important part of the exports of the State. In the swamps rice of a fine quality is raised. Back of the flat country, and extending to the lower falls of the rivers is a belt of land about forty miles wide, of a moderately uneven surface, a sandy soil, and of which the pitch-pine is the prevailing natural growth.

Throughout the State Indian corn is raised, and in some parts considerable cotton. In the low country, grapes, plums, blackberries, and strawberries grow spontaneously, and on the intervals canes grow luxuriantly, the leaves of which continuing green during winter furnish food for cattle. In the elevated country oak, walnut, lime, and cherry-trees, of a large growth, abound. Principal minerals, coal, iron, and gold. It is the only State in the Union where every article enumerated in the census is produced.

Rivers.—The principal rivers are the Chowan, 400 miles long, navigable for small vessels 30 miles; Roanoke; Pamlico, navigable for 30 miles; Tar, Neuse, Cape Fear, the largest rivers in the State, 280 miles long, with eleven feet of water to Wilmington; the Yadkin, which forms a part of the Great Pedee, in South Carolina.

The principal places in the State are Raleigh, the capital, Newbern, Wilmington, Fayetteville, Edenton, Elizabeth City, Beaufort, and Charlotte. On January 1st, 1856, there were three railroads, with 631 miles of track finished and in operation. Tonnage of the State, 1853, 56,375 tons.

The first permanent settlement in this State was on the eastern bank of the Chowan river, about 1660, by emigrants, who, in consequence of religious persecution, fled from Nansemond, Virginia. The Constitution of the United States was adopted in Convention, November 27th, 1789.

FOREIGN COMMERCE OF THE STATE OF NORTH CAROLINA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$400,944		$400,944	$200,673	37,343	109
1822	585,951		585,951	258,761	30,360	1,208
1823	482,417		482,417	183,958	24,716	968
1824	588,733		588,733	465,836	40,440	4,447
1825	553,390		553,390	311,308	41,139	3,454
1826	581,740		581,740	367,545	48,688	3,568
1827	447,086	2,151	449,237	276,791	36,683	3,164
1828	522,498	1,249	523,747	268,615	44,060	1,352
1829	564,506		564,506	283,347	51,942	1,512
1830	398,550	783	399,333	221,992	36,592	1,772
Total,	$5,125,815	4,183	5,129,998	2,838,826	391,963	21,554
1831	340,973	167	341,140	196,356	30,450	1,990
1832	338,246	3,795	342,041	215,184	26,272	3,412
1833	432,986	49	433,035	198,758	37,604	4,925
1834	471,406		471,406	222,472	36,041	4,488
1835	319,327		319,327	241,981	32,542	3,278
1836	428,415	1,436	429,851	197,116	31,864	5,968
1837	548,876	2,919	551,795	271,623	38,585	4,645
1838	544,952	271	545,223	290,405	20,544	3,496
1839	426,934	992	427,926	229,233	43,545	7,895
1840	387,484		387,484	252,582	38,130	3,029
Total,	$4,239,599	9,629	4,249,228	2,315,660	355,577	43,126
1841	383,056		383,056	220,360	39,828	3,184
1842	344,650		344,650	187,404	38,118	2,598
1843*	171,099		171,099	110,976	30,411	1,292
1844	298,401		298,401	209,142	35,476	4,068
1845	379,960		379,960	230,470	39,757	5,170
1846	414,398		414,398	242,859	38,471	3,791
1847	284,919		284,919	142,884	31,887	2,449
1848	340,028		340,028	195,814	37,383	4,322
1849	270,076		270,076	113,146	26,030	3,880
1850	416,501		416,501	323,692	30,739	11,493
Total.	$3,303,088		3,303,088	1,976,247	347,600	42,247
1851	426,748	4,347	431,095	206,931	28,420	13,968
1852	572,276	4,123	576,399	300,488	40,038	13,061
1853	314,142		314,142	271,238	29,292	8,611
1854	391,897		391,897	312,633	25,581	5,251
1855	433,818		433,818	248,083	30,729	4,918
1856	376,174		376,174	274,960	27,574	4,237

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Beaufort, North Carolina, at the mouth of Newport river, is famous as possessing the finest harbor on the southern Atlantic seaboard. It will be the eastern terminus of the Atlantic and North Carolina railroad, which, when built, will open to its commerce an immense interior region, hitherto isolated from the coast. The impediment in the growth of this place up to this time, has been in the want of internal facilities for commerce. The tonnage of Beaufort, in 1856, was 1,991 tons.

Wilmington, city, port of entry, North Carolina, situated on the left bank of Cape Fear river, just below the confluence of the N. E. and N. W. branches, about thirty-five miles from the sea. It is well situated for trade, but the location is accounted unhealthy. The harbor admits vessels of 300 tons, but the entrance has a dangerous shoal. Opposite the town are two islands, dividing the river into three channels. They afford the finest rice-fields in the State. In 1819, two hundred buildings were destroyed by fire, a loss of $1,000,000. The tonnage in 1856, was 21,420 tons.

SOUTH CAROLINA.

South Carolina, one of the southern United States, is situated between 32° 2′ and 35° 10′ N. lat., and between 78° 24′ and 83° 30′ W. long. It is 200 miles long and 125 broad, containing 28,000 square miles.

Early History.—When the Spaniards, under Vasquez Ayllon (1520 and 1526), arrived on the coasts of what we now call Carolina, and more especially South Carolina, they heard here of a great Indian king and country, both called *Chicora* or *Chicoria*, and they applied that Indian name for some time to this country, without, however, giving to it very distinct limits.

The country was also sometimes called after its discoverer, *Tierra del Licenciade Ayllon*, or, shorter, *Tierra de Ayllon*, often also corrupted to *Terra de Aullon*. Under this name the Spaniards comprehended sometimes a very great part of North America, sometimes not more than our province.

French Claims.—It is curious enough that the French also, when [1568] they arrived at the locality of Ayllon's activity, heard again of an Indian king and country of that name. In their ears it sounded, however, like *Chicola* or *Chiouole*.

After the French navigations to these regions we hear the country sometimes designated by the French themselves with the name *La Floride Françoise*, and other nations also called it *French Florida*. The Spaniards, of course, always considered it as a part of their Spanish Florida.

The French built on their Riviere May (St. Mateo or St. John's river) a fort which they called Fort Caroline or Carolina. Some map-makers and geographers applied this name, as an appellation of a country or territory, to the whole region. So we see, for instance, on a map of North America by Cornelius a Judæis [1593], the whole French Florida called *Carolina*, in honor of Charles IX., King of France. It is curious that the same name was afterward given to the same locality in honor of an English king.

English Settlements.—The English, since their settlements at Roanoke, comprehended the whole territory of Carolina under their widely-extended name of Virginia, since 1583.

In the year 1729, the whole great province was divided into *North* and *South Carolina*, and, as the dividing point on the coast, was fixed a small inlet to the west of Cape Fear, called Little river inlet.

In the year 1783, the province of Georgia was detached as a separate government of the old territory of Carolina, and the southern boundaries of this latter were fixed at the mouth of the Savannah river, and within these boundaries the name of Carolina has been prescribed ever since.

The Great Pedee river, 450 miles long, rises in North Carolina, and runs through the eastern part of the State. It is navigable for sloops 130 miles. The Santee, formed by the junction of the Wateree and the Congaree, rises in North Carolina, and has a sloop navigation for about 130 miles. The Saluda is a branch of the Congaree. The Edisto is navigable for large boats 100 miles. The Savannah washes the whole south-west border of the State, and is a noble stream. There are several smaller rivers, among which are Cooper, Ashley, and Combahee.

FOREIGN COMMERCE OF THE STATE OF SOUTH CAROLINA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$6,867,515	$332,996	$7,200,511	$3,007,113	45,342	19,525
1822	7,136,366	123,954	7,260,320	2,283,586	48,524	15,237
1823	6,671,998	226,816	6,898,814	2,419,101	54,637	24,069
1824	7,833,713	200,369	8,034,082	2,166,185	61,092	18,878
1825	10,876,475	180,267	11,056,742	1,892,297	57,520	17,081
1826	7,468,966	85,070	7,554,036	1,534,483	63,820	18,848
1827	8,189,496	133,065	8,322,561	1,434,106	68,854	24,601
1828	6,508,570	42,142	6,550,712	1,242,048	47,555	25,596
1829	8,134,676	40,910	8,175,586	1,139,618	66,337	24,473
1830	7,580,821	46,210	7,627,031	1,054,619	52,464	20,405
Total,	$77,268,596	1,411,799	78,680,395	18,173,156	566,145	208,718
1831	6,528,605	46,596	6,575,201	1,238,163	48,426	29,045
1832	7,685,333	66,898	7,752,731	1,213,725	47,893	41,836
1833	8,337,512	96,813	8,434,325	1,517,705	49,099	37,478
1834	11,119,565	88,213	11,207,778	1,787,267	60,347	40,495
1835	11,224,298	113,718	11,338,016	1,891,805	48,703	33,476
1836	13,482,757	201,619	13,684,376	2,801,361	61,552	35,036
1837	11,138,992	81,169	11,220,161	2,510,860	49,609	39,256
1838	11,017,391	24,679	11,042,070	2,318,791	37,242	27,356
1839	10,318,822	66,604	10,385,426	3,086,077	51,828	30,627
1840	9,981,016	55,753	10,036,769	2,058,870	82,090	25,465
Total,	$100,834,791	842,062	101,676,853	20,424,624	536,789	340,070
1841	8,011,392	31,892	8,043,284	1,557,481	63,469	28,716
1842	7,508,399	17,324	7,525,723	1,359,465	61,132	34,048
1843*	7,754,152	6,657	7,760,809	1,294,709	71,400	43,191
1844	7,429,585	3,697	7,433,282	1,131,515	49,801	48,926
1845	8,884,770	5,878	8,890,648	1,143,158	86,768	33,912
1846	6,829,535	18,942	6,848,477	902,536	50,514	27,579
1847	10,428,146	3,371	10,431,517	1,580,658	55,429	40,792
1848	8,081,917		8,081,917	1,485,299	53,854	42,552
1849	9,699,875	1,301	9,701,176	1,475,695	88,738	58,401
1850	11,446,892	908	11,447,800	1,933,785	72,222	52,830
Total,	$86,074,663	89,970	86,164,633	13,864,251	653,327	410,947
1851	15,316,578		15,316,578	2,081,312	81,836	59,172
1852	11,670,021		11,670,021	2,175,614	89,027	53,234
1853	15,400,408		15,400,408	1,808,517	76,368	56,260
1854	11,982,308	12,708	11,995,016	1,711,385	85,003	39,623
1855	12,698,891	1,359	12,700,250	1,588,542	110,533	34,414
1856	17,358,298	2,251	17,360,549	1,905,234	114,963	49,255

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Charleston, South Carolina, United States, lat. 32° 47′ N., long. 79° 48′ W., situated on a point of land between the Ashley and Cooper rivers, and has a spacious harbor. At the entrance to the harbor there is a sand-bar, of about eight miles in length, having several channels. Three of the channels can only be used by ships of large tonnage; one, the ships' channel, has a depth of water of twelve feet at ebb tide, and from seventeen to twenty at flood tide. Ships always take a pilot, on account of shifting sands; and are moored alongside wharves in safety inside the harbor. It is the chief commercial emporium of the State, and the largest shipping port on the Atlantic below Baltimore. The chief exports are cotton and rice. It is connected with the interior by the South Carolina and the North-eastern Railroads. The tonnage of Charleston, in 1856, was 59,128 tons.

Beaufort, South Carolina, on the west side of Port Royal river, an inlet of the Atlantic, and sixteen miles from the sea, has a good harbor, but on account of a bar at its mouth, only small vessels can enter it. It has little or no commerce. The tonnage, in 1856, was only 110 tons.

GEORGIA.

Georgia lies between 30° 30′ and 35° N. latitude, and between 80° 50′ and 86° 6′ W. longitude from Greenwich, and between 3° 45′ and 8° 39′ W. longitude from Washington. It is 300 miles long from N. to S., and 240 broad, containing 58,000 square miles.

Early History.—Until the year 1732, the territory of the State of Georgia was included in the names Carolana and Carolina. For the effecting and promoting of its settlement, the King, George II., separated from Carolina the territory between the rivers Savannah and Altamaha, and erected this territory, by a charter of the 9th of June, 1732, into an independent and separate government, which was called, in honor of that king, the province of "Georgia." It was probably from the beginning the intention that this colony should go as far down as the St. Mary's river, for the patent says "it should go so far south as the southernmost branch of the Altamaha river." And on the maps of that time, we see that it was then believed that Altamaha river had a southern branch which conducted into St. Mary's river, and the mouth of this river was therefore considered also to be the mouth of the Altamaha. The boundaries were, however, in later times actually conducted so far south. With this exception, the limits of the province of Georgia suffered no changes on the coast, though in the interior, the changes were great. These interior changes have, however, no relation with our hydrographical researches.

From the ocean for a distance of seven miles, there is a chain of islands intersected by rivers, creeks, and inlets, communicating with each other, and forming an inland navigation for vessels of 100 tons burden, along the whole coast. These islands consist of salt marsh and land of a gray rich soil, which produces sea-island cotton of a superior quality. The coast on the main land for four or five miles, is a salt marsh. Back of this there is a narrow margin of land, nearly resembling that of the islands; these are partially or wholly overflowed at the return of the tide, and constitute the rice plantations. The part of the State above the falls of the rivers is called the upper country, and has generally a strong and fertile soil, often inclining to a red color, and further inland it is mixed with a deep black mold, producing cotton, tobacco, Indian corn, wheat, and other kinds of grain.

The rivers are the Savannah, 600 miles long, bounding the State on the N.E., navigable for ships 17 miles to Savannah, and a part of the year for steamboats 250 miles to Augusta; the Altamaha, which is navigable for large vessels 12 miles to Darien, is formed by the junction of the Oconee and the Ocmulgee, and is navigable for sloops of 30 tons by the former to Dublin 300 miles from the ocean; the Ogeechee, 200 miles long, and navigable for sloops 40 miles. Flint river, which rises in the N.W. part of the State, and after a course of more than 200 miles, joins the Chattahoochee, forming the Apalachicola; the Chattahoochee, on the west border of the State, which is navigable 300 miles, by steamboat, to Columbus; the St. Mary's river is in the southwest part of the State.

Georgia, in 1856, had 1,013 miles of railroad built, and about three hundred in construction, being in advance of all the southern States, except Virginia.

FOREIGN COMMERCE OF THE STATE OF GEORGIA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$5,979,995	$31,315	$6,011,310	$1,002,634	41,468	14,666
1822	5,483,219	1,650	5,484,869	989,591	33,860	9,745
1823	4,279,885	13,781	4,293,666	670,705	36,434	11,072
1824	4,619,753	4,229	4,623,982	551,888	36,797	12,064
1825	4,220,939	1,894	4,222,833	343,356	23,328	5,547
1826	4,366,630	1,874	4,368,504	330,993	37,905	8,563
1827	4,260,864	691	4,261,555	312,609	41,519	10,646
1828	3,104,425		3,104,425	308,669	25,514	9,582
1829	4,980,642	734	4,981,376	380,293	47,468	9,794
1830	5,336,626		5,336,626	282,436	50,394	9,485
Total,	$46,632,978	56,168	46,689,146	5,173,224	374,687	101,164
1831	3,957,245	2,568	3,959,813	399,940	48,426	29,045
1832	5,514,681	1,202	5,515,883	253,417	42,780	21,567
1833	6,270,040		6,270,040	318,990	40,022	23,232
1834	7,567,327		7,567,327	546,802	40,916	21,750
1835	8,890,674		8,890,674	893,049	33,109	25,276
1836	10,721,700	500	10,722,200	573,222	43,878	24,629
1837	8,935,041		8,935,041	774,849	41,025	22,358
1838	8,803,839		8,803,839	776,068	26,851	20,755
1839	5,970,443		5,970,443	413,987	31,564	19,408
1840	6,862,959		6,862,959	491,428	44,076	48,965
Total,	$73,498,949	4,270	73,498,219	4,941,252	392,647	256,985
1841	3,696,017	496	3,696,513	449,007	20,196	36,980
1842	4,299,151	1,106	4,300,257	341,764	31,450	30,209
1843*	4,522,401		4,522,401	207,432	43,055	42,033
1844	4,283,805		4,283,805	305,634	23,574	38,901
1845	4,557,435		4,557,435	206,301	40,410	35,250
1846	2,708,003		2,708,003	205,495	13,493	44,748
1847	2,712,149		2,712,149	207,180	18,157	37,661
1848	3,670,415		3,670,415	217,114	17,871	31,321
1849	6,857,806		6,857,806	371,024	31,150	53,713
1850	7,551,943		7,551,943	636,964	21,039	51,524
Total,	$44,859,125	1,602	44,860,727	3,147,915	260,395	402,340
1851	9,158,879	1,110	9,159,989	721,547	34,963	34,748
1852	4,999,015	75	4,999,090	474,925	22,883	40,042
1853	7,371,883		7,371,883	508,261	38,084	43,443
1854	4,807,675	700	4,808,375	336,951	25,326	46,454
1855	7,543,519		7,543,519	273,716	65,145	39,223
1856	8,091,688		8,091,688	574,240	63,421	33,310

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Brunswick, Georgia, city and port of entry, lat. 31° 10′ N., long. 81° 35′ W. It has a spacious and commodious harbor, having thirteen feet of water on the bar at the lowest tides. It is situated on Turtle river, 14 miles above the bar. The commerce of the port is small, in 1856 being only 754 tons.

Savannah, Georgia, city and port of entry, situated on the right bank of the Savannah river, 17 miles from its mouth, lat. 32° 4′ 56″ N., long. 81° 8′ 18″ W. The harbor is good. Vessels drawing 14 feet water come up to the city, and larger vessels anchor at Five Fathom Hole, four miles below the city. The commerce of the place ranks next to Mobile, and is the most important port, except Charleston, from Baltimore to Mobile. The greater part of the trade of Georgia centers at Savannah, the principal articles of which are cotton, rice, and lumber. The Savannah river affords great facilities for internal commerce; and this river is connected with the Ogeechee river by a canal 16 miles long, which terminates at Savannah. The tonnage of the port, in 1856, was 31,586 tons.

ALABAMA.

Alabama, one of the southern United States, is bounded north by Tennessee, east by Georgia, south by Florida and the Gulf of Mexico, and west by Mississippi. It is between 30° 10′ and 35° N. latitude, and 85° and 88° 30′ W. longitude, and between 8° and 11° 30′ W. longitude from Washington. It contains 50,722 square miles.

Early History.—The history of this name can be traced as far back as the expedition of De Soto (1540).

The Spanish author, Biedma, who wrote his report on that expedition in the year 1544, is probably the first man who introduced it into history and geography. He says that De Soto and his companions met, in the country north of the Mexican Gulf, when they returned from the northeast toward Mobile, an Indian chief and tribe called "Alibamu." The other historians of the same expedition sometimes write the name a little differently. Thus, for instance, "the Portuguese gentleman of Elvas" calls that chief, "Alimamu."

When the Spanish conqueror and general, De Luna (1560), entered these countries, he made many expeditions toward that country and river which we now call "Alabama." The historians of his expeditions generally have for that country, river, and its Indian aborigines, the name "Coça" (our Coosa). But they make their heroes also meet in those regions a tribe of Indians whom they call "los Indios de Olibahali" (the Indians of Olibahali). It was perhaps the same word with De Soto's name, "Alibamu," which De Luna and his men understood and wrote differently. After De Luna, for more than one hundred years, nobody again entered those regions. And we find, therefore, on the maps of the sixteenth and seventeenth centuries, among the many names which cover the country to the north of the Gulf, sometimes the old names of "Alibamo," "Alimamu," "Olibahali," or something like this, often, however, in very different positions. When the French (1701) settled at Mobile bay and made excursions to the north, they found again that same old name and tribe. They wrote it very much like the historians of De Soto, "Les Allibamous;" and we see this name already on the map of the French geographer, De L'Isle (1719), as the name of a large river, "Riviere des Allibamous," which is the old "Coça" of De Luna, and our Alabama. Many French authors, however, wrote this name "Alibamons." So D'Anville and Charlevoix.

As the denomination of a large territory, the name Alabama, appeared for the first time in the year 1817, when the western portion of the until then so-called Mississippi Territory became a State, under the name of the State of Mississippi, and when the eastern portion of the same territory was erected into a separate territory, under the name of "the Territory of Alabama," which became soon after (in the year 1820) a State.

Rivers, etc.—Mobile, the principal river, is formed by the junction of the Alabama and Tombigbee rivers, and enters Mobile bay by two mouths. The Alabama is navigable for vessels requiring six feet of water 60 miles above its junction, and has four or five feet of water 150 miles to the mouth of the Cahawba, and to the junction of the Coosa and Tallapoosa, of which it is formed; it has in its shallowest places, three feet of water.

FOREIGN COMMERCE OF THE STATE OF ALABAMA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$108,960		$108,960			
1822	209,748		209,748	$36,421	2,090	35
1823	202,387		202,387	125,770	2,187	
1824	457,725	$3,002	460,727	91,604	6,847	1,449
1825	691,897	738	692,635	113,411	9,896	834
1826	1,518,701	8,411	1,527,112	179,554	16,086	1,807
1827	1,330,770	45,594	1,376,364	201,909	13,696	3,073
1828	1,174,737	7,822	1,182,559	171,909	15,359	4,765
1829	1,679,385	14,573	1,693,958	233,720	14,494	4,953
1830	3,291,825	3,129	2,294,954	144,823	22,277	4,059
Total,	$9,666,135	83,269	9,749,404	1,299,121	102,932	20,975
1831	2,412,862	1,032	2,413,894	224,435	14,707	10,953
1832	2,733,554	2,833	2,736,387	306,845	18,764	12,384
1833	4,522,221	5,740	4,527,961	265,918	29,067	9,286
1834	5,664,047	6,750	5,670,797	395,361	29,272	10,614
1835	7,572,128	2,564	7,574,692	525,955	32,795	12,665
1836	11,183,788	378	11,184,166	651,618	35,340	17,367
1837	9,652,910	5,898	9,658,808	609,385	53,822	10,725
1838	9,688,049	195	9,688,244	524,548	27,191	11,996
1839	10,338,159		10,338,159	895,201	48,286	17,006
1840	12,854,694		12,854,694	574,651	94,551	23,552
Total,	$76,622,412	25,890	76,647,802	4,973,917	383,795	136,548
1841	10,969,826	11,445	10,981,271	530,819	47,481	35,795
1842	9,965,675		9,965,675	363,871	51,247	38,095
1843*	11,157,460		11,157,460	360,655	79,107	55,900
1844	9,906,195	1,459	9,907,654	442,818	47,097	53,938
1845	10,515,274	22,954	10,538,228	473,491	80,032	62,491
1846	5,260,317		5,260,317	259,607	46,044	51,007
1847	9,054,580		9,054,580	390,161	23,103	43,135
1848	11,920,693	7,056	11,927,749	419,396	67,574	49,359
1849	12,823,725		12,823,725	657,147	76,523	74,593
1850	10,544,858		10,544,858	865,362	82,268	80,717
Total,	$102,118,603	42,914	102,161,517	4,763,827	550,476	545,080
1851	18,528,824		18,528,824	413,446	68,747	52,518
1852	17,383,581	2,123	17,385,704	588,382	91,067	72,068
1853	16,786,913		16,786,913	809,562	79,563	64,122
1854	13,911,612		13,911,612	725,610	60,004	58,494
1855	14,270,565		14,270,565	619,964	100,750	44,865
1856	23,726,215	7,955	23,734,170	793,514	122,409	90,809

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Mobile, Alabama, a city and port of entry, situated on the west side of the Mobile river, at its entrance into Mobile bay, lat. 30° 41′ 26″ N., long. 88° 1′ 29″ W. It is, next to New Orleans, the greatest cotton mart of the South, and is the principal port of entry for Alabama and Mississippi. The exports amount to from twelve to sixteen millions of dollars annually. Mobile bay sets up from the Gulf of Mexico, and is thirty miles long, and on an average, twelve wide. It communicates with the Gulf by two straits—one on each side of Dauphin's Island. The strait on the west side has only five feet of water; that on the east side, between the Island and Mobile Point, has twenty-two feet of water. There is a bar across the bay, near its upper end, which has only eleven feet of water. Vessels drawing from eight to ten feet of water, pass up Spanish river, and around a marshy island into Mobile river, and then drop down to the city. Near Dauphin's Island is the anchorage for large vessels, where, at times, are anchored a fleet of sixty sail. The tonnage of the port, in 1856, was 38,443 tons.

FLORIDA.

Florida, one of the southernmost of the United States of America, lies between 24° 32′ and 31° N. lat., and between 81° 30′ and 87° 35′ W. long. It is 385 miles long, and from 50 to 250 wide, containing 59,268 square miles.

Early History.—The name which the country to the north of Cuba had among the Indians of the Lucayan Islands was "*Cautio*," the signification of which is, as Herrera gives it, rather obscure.

The Spaniards heard this country "*Cautio*" already spoken of before they saw it. They heard also of the famous and fabulous fountain of youth of which the Indians had a tradition, and which was called the Fountain of Bimini. From this fountain the country to the north itself was sometimes called "*Bimini*." On some of the first maps of the sixteenth century it is also called "*Terra de Cuba*" (the country of Cuba), as if there were, 1st, an *island* of Cuba, and, 2d, a *continent* of Cuba.

When Ponce de Leon, in the spring of 1512, discovered this coast, he gave to it the name of "*Florida*" (the florid), from two reasons, as Herrera says—at first because the country presented a very flourishing and pleasant aspect, and then because he saw the coast on that festival-day which the Spaniards call "*Pascua Florida*," which corresponds to our Palm Sunday.

This name has since that time always remained to that large peninsula which we to this day call Florida, though the name was sometimes taken in different senses, and though sometimes there have been attempts made to do away with it.

But soon after the cession of Louisiana to the United States, Florida was curtailed again. The United States claimed the western part of it as far east as Perdido river, received the possession of it in the year 1811, and joined it to their "*Territory of Mississippi*," and afterward of "*Alabama*."

Since this time (1811) the dominion of the name of Florida has not changed, though the so-called country changed, till 1821, its masters, when Spain ceded it to the United States. It was then at first called "*the Territory of Florida*," and since 1845 "*the State of Florida*." But the limits remained (with some slight exceptions) unchanged—Perdido river in the west, and St. Mary's river and the thirty-first degree of north latitude in the north. The division into East and West Florida disappeared under the American Government.

Rivers, Bays, etc.—There are many bays on the western side of the peninsula, some of which form good harbors. They are Perdido, Pensacola, Choctawhatchee, St. Andrew, St. Joseph, Apalachicola, Appalachee, Tampa, Carlos, and Gallivain's. On the east coast of the peninsula the inlets afford harbors for coasting vessels. The St. John is the principal river on the eastern coast. It often spreads from three to five miles in width, and at other places it is not more than one fourth of a mile wide. It is exceedingly winding, and flows through a beautiful and healthy country. St. Mary river rises in Okefinoke swamp, Georgia, and enters the Atlantic between Cumberland and Amelia islands. Of the rivers which enter the Gulf of Mexico, the Apalachicola is the principal.

FOREIGN COMMERCE OF THE STATE OF FLORIDA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821				$13,270	190	
1822	$1,777		$1,777	6,877	933	
1823	1,510		1,510	4,808	563	52
1824	216		216	6,986	177	30
1825	2,865		2,865	3,218	323	
1826	209		209	16,590	195	
1827	24,115	$33,371	57,486	257,994	11,010	2,117
1828	60,321		60,321	168,292	7,357	1,248
1829	38,163	17,923	56,086	153,642	6,059	7,043
1830	7,570		7,570	32,689	1,366	205
Total,	$136,746	51,294	188,040	664,366	28,173	10,695
1831	28,493	2,002	30,495	115,710	5,163	610
1832	62,636	3,080	65,716	107,787	6,344	901
1833	64,613	192	64,805	85,386	3,915	345
1834	190,185	38,640	228,825	135,798	7,983	1,289
1835	49,009	12,701	61,710	98,173	10,225	1,025
1836	62,076	9,586	71,662	121,745	9,289	645
1837	74,373	28,304	102,677	490,784	8,096	1,520
1838	71,983	50,549	122,532	168,690	6,525	2,721
1839	291,094	43,712	334,806	279,893	12,422	1,239
1840	1,850,709	8,141	1,858,850	190,728	11,163	1,345
Total,	$2,745,171	196,907	2,942,078	1,794,694	81,125	11,640
1841	33,828	2,801	36,629	145,181	8,829	2,781
1842	32,606	778	33,384	176,980	6,255	1,063
1843*	760,335	353	760,688	158,632	3,497	2,509
1844	991,657	19,759	1,011,416	155,695	10,247	6,099
1845	1,502,867	11,878	1,514,745	107,863	19,885	6,722
1846	137,539	38,909	176,448	140,584	8,159	1,413
1847	1,808,177	2,361	1,810,538	143,298	10,950	9,594
1848	1,896,683		1,896,683	64,267	18,206	7,548
1849	2,513,027		2,513,027	63,211	20,507	10,922
1850	2,607,968	15,656	2,623,624	95,709	10,022	12,134
Total.	$12,289,687	92,495	12,382,182	1,251,425	116,557	60,735
1851	3,939,910	262	3,940,172	94,997	20,254	9,049
1852	2,511,976		2,511,976	30,713	24,170	11,508
1853	1,698,206		1,698,206	65,434	15,347	10,311
1854	3,964,697		3,964,697	28,969	12,895	9,488
1855	1,403,594		1,403,594	45,993	41,938	7,385
1856	1,976,323		1,976,323	86,014	55,204	10,520

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Key West, Florida, is built on an island of the same name, sixty miles southwest of Cape Sable, lat. 24° 32′, and long. 81° 52′ W. It is a port of entry, and one of the few populous towns of the State. Its position commands the Florida Pass, and hence it is important also as a naval station; but the principal occupation of the people at the present time is "wrecking," and here is located a special court for the adjudication of salvages. From fifty to sixty vessels are wrecked in the vicinity every year, and upward of $250,000 are paid on salvages. Salt and sponges are the principal exports, but there is a large import trade for the supply of the military stationed here. Steamers plying between the Atlantic ports and Havana generally call here. The town contains about 4,000 inhabitants. The tonnage of the port in 1856, was 3,668 tons.

Pensacola, Florida, is a town and port on the west side of Pensacola bay, 10 miles from the Gulf, and has a fine harbor. The United States government has here a first-rate naval station and a marine hospital. Its trade is principally in cotton. The tonnage of the port in 1856, was 1,960 tons.

LOUISIANA.

Louisiana, one of the Southern United States, lies between 29° and 33° N. lat. It is 240 miles long from north to south, and 216 broad, containing 41,346 square miles.

Early History.—Robert de La Sale, when he reached the mouth of the Mississippi [1682], introduced the name *Louisiane*, in honor of the great king, as the name of the country along the great river, "from the Illinois to the Gulf of Mexico."—[*Charlevoix*, tom. i.] Many other points and locations were vowed round the same gulf to the same name, king, and his saint. La Sale [1685] vowed to the saint and to the king *the Bay of St. Louis* (Matagorda bay) discovered by him on the coast of Texas.

When Iberville, on the 12th of April, 1699, discovered that little bay opposite Cat island, on the coast of the continent, he introduced this name again into the Mississippi country by naming the harbor "*La Baye de St. Louis.*"

In the year 1701 Mr. Bienville, when he evacuated Billoxi and removed the French head-quarters to Mobile bay, called his fort there "*Fort de St. Louis*," and this name, then designated for more than twenty years the central settlement or capital of the French Mississippi colony. It is curious that the name "*Louisiane*" seems not to have been much used before 1712. We do *not find it, for instance, a single time* mentioned in the Memoirs of M. de Sauvole, written in this colony in the beginning of the eighteenth century.

In the year 1712 King Louis XIV. adopted *officially* the name *Louisiane* for that province, which seemed now promising and important enough for such a grace. He pronounces that the countries at the mouth of the Mississippi *shall* henceforward be called "*La Province de la Louisiane.*" He at the same time changes also the name of the Mississippi, and says that it shall at present be called "*Riviere de St Louis*" (the St. Louis river).

When the United States acquired the dominion of Louisiana [1802] this name was at first quite extinguished on the shores of the Gulf. The whole southern part of old Louisiana was called "*The Territory of New Orleans.*"

The old name was, however, revived again in the year 1812, when a part of the old French colony was admitted into the Union under the name of the "*State of Louisiana.*" After the final settlement of the boundaries of this State, the name Louisiana comprised all the shores between the mouth of Pearl river to the east, and that of Sabine river to the west, the whole Mississippi delta, and on both sides a little more.

We may remark that the orthography of the name "*Louisiana*, which we have adopted, is half Spanish, half French. Purely French, it ought to be "*Louisiane*," and purely Spanish, "*Luisiana.*"

Rivers, etc.—The Mississippi river forms the boundary of the State for a considerable distance, and in its lower part runs wholly within the State, and enters the Gulf of Mexico by several channels. It is navigable for vessels of the largest size.

FOREIGN COMMERCE OF THE STATE OF LOUISIANA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$6,907,599	$364,573	$7,272,172	$3,379,717	53,312	21,323
1822	7,303,461	675,184	7,978,645	3,817,238	37,888	20,716
1823	6,769,410	1,009,662	7,779,072	4,283,125	58,258	26,445
1824	6,442,946	1,485,874	7,928,820	4,539,769	54,139	21,996
1825	10,965,234	1,617,690	12,582,924	4,290,034	51,602	25,776
1826	9,048,506	1,235,874	10,284,380	4,167,521	68,144	22,943
1827	10,602,832	1,126,165	11,728,997	4,531,645	89,793	30,240
1828	10,163,342	1,784,058	11,947,400	6,217,881	85,341	38,731
1829	10,898,183	1,487,877	12,386,060	6,857,209	87,657	33,172
1830	13,042,740	2,445,952	15,488,692	7,599,083	106,017	36,317
Total,	$92,144,253	13,232,909	105,377,162	49,683,222	692,151	277,659
1831	12,835,531	3,926,458	16,761,989	9,766,693	96,753	53,558
1832	14,105,118	2,425,812	16,530,930	8,871,653	88,236	59,620
1833	16,133,457	2,807,916	18,941,373	9,590,505	86,021	60,580
1834	23,759,607	2,797,917	26,557,524	13,781,809	112,330	71,599
1835	31,265,015	5,005,808	36,270,823	17,519,814	137,391	58,778
1836	32,226,565	4,953,263	37,179,828	15,117,649	147,898	48,110
1837	31,546,275	3,792,422	35,338,697	14,020,012	175,563	45,523
1838	30,077,534	1,424,714	31,502,248	9,496,808	139,722	43,184
1839	30,995,936	2,185,231	33,181,167	12,064,942	177,257	54,772
1840	32,998,059	1,238,877	34,236,936	10,673,196	277,021	73,350
Total,	$255,943,097	30,558,418	286,501,515	120,903,081	1,438,132	569,074
1841	32,865,618	1,521,865	34,387,483	10,256,350	244,988	72,577
1842	27,427,422	976,727	28,404,149	8,033,590	244,110	73,668
1843*	26,653,924	736,500	27,390,424	8,170,015	292,473	80,697
1844	29,442,734	1,055,573	30,498,307	7,826,789	237,179	101,056
1845	25,841,311	1,316,154	27,157,465	7,354,397	243,543	129,561
1846	30,747,533	528,171	31,275,704	7,223,090	238,463	110,023
1847	41,788,303	263,330	42,051,633	9,222,969	274,112	166,768
1848	39,350,148	1,621,213	40,971,361	9,380,439	287,887	148,612
1849	36,957,118	654,549	37,611,667	10,050,697	293,456	194,234
1850	37,698,277	407,073	38,105,350	10,760,499	211,800	158,137
Total,	$328,772,388	9,081,155	337,853,543	88,278,835	2,568,011	1,235,333
1851	53,963,013	445,950	54,413,963	12,528,460	292,954	128,612
1852	48,808,169	250,716	49,058,885	12,057,724	370,741	173,741
1853	67,768,724	523,934	68,292,658	13,630,686	440,736	190,084
1854	60,656,587	275,265	60,931,852	14,422,154	448,499	155,256
1855	55,056,094	311,868	55,367,962	12,900,821	480,502	123,900
1856	80,576,052	288,428	80,865,080	16,682,392	586,747	186,415

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

New Orleans, Louisiana, is the principal port on the Mississippi, and the natural dépôt for the commerce of the great central valley. It is situated on the left bank of the river, 100 miles from the Gulf of Mexico, in lat. 29° 58′, and long. 90° 7′. Its site is low and marshy, and in the summer and fall very sickly. Two railroads connect it with Lake Pontchartrain, and thence steamboats connect with Mobile, etc. It communicates northward by the New Orleans, Jackson, and Great Northern Railroad, and westward by the New Orleans, Opelousas, and Great Western Railroad. Its commerce by river is carried on by steamboats in constant succession, and these traverse the great river and tributaries for thousands of miles. By these means it receives and distributes its merchandise. The average value of produce received from the interior, is about $120,000,000. Its foreign trade is co-extensive, and with regard to cotton and sugar it is the first port of the Union. The depth of water in the river, opposite New Orleans, is at a medium of 70 feet, and it maintains soundings of 30 feet until within a mile of its confluence with the sea. The river has four principal passes. The tonnage of the port in 1856, was 163,308 tons.

MICHIGAN.

Michigan, a north-western State of the republic, lies between latitude 41° 43′ and 48° N., and between 82° 25′ and 90° 34′ W. from Greenwich, or 5° 24′ and 13° 33′ W. from Washington. It consists of two peninsulas, and contains 56,243 square miles.

Physical Features, etc.—The surface of the lower or southern peninsula is generally level, having few elevations which may be denominated hills. The interior is gently undulating, rising gradually from the lakes to the center of the peninsula. This central region may be regarded as a table land, elevated about 300 feet above the level of the lakes, covered with fine forests of timber, oak plains and prairies. Along the eastern shore of Lake Michigan are sand hills thrown up by the winds into fantastic forms generally quite barren and naked.

In some of the rivers that flow into the lakes enormous quantities of pickerel are caught. Not less than 1,000 barrels are taken annually from Fox river, Wisconsin; from Saginaw river, Michigan, 1,500 barrels; St. Clair river, Michigan, 1,500 barrels; Maumee river, Ohio, 3,000 barrels, and an equal quantity of bass, mullet, etc., making a total of 10,000 barrels which are sold for $8 50 per barrel, or $85,000 in the aggregate. The annual product of the lakes and tributary rivers is thus shown:

	Barrels.	Value.
The Lakes . . .	35,000	$385,000
Detroit river . . .	7,000	77,000
Other rivers . . .	10,000	85,000
Total	52,000	$547,000

Michigan is peculiarly favored for an inland State, in facilities for inland navigation; being surrounded on three sides by water.

The southern peninsula of Michigan is drained by several large rivers and numerous smaller streams, which, rising in the interior, pass off in easterly, westerly, and northerly directions into the lakes. Raisin and Huron rivers flow into Lake Erie, Rouge river into Detroit Strait, Clinton and Black rivers into the strait of St. Clair, Saginaw river formed by the junction of Titibawasse, Flint and Cass rivers, enters Saginaw bay. Thunder bay, Cheboigan river and some smaller streams fall into Lake Huron. St. Joseph, Grand, Kalamazoo and Maskegon rivers flow into Lake Michigan. Many small lakes of pure water, stocked with fish of fine quality, are found in the interior. This State borders on four of the great lakes, viz., Erie, Huron, Michigan, and Superior. The principal rivers of the upper peninsula are Ontonagon, Huron, Menomonee, Montreal, St. Mary, Eagle, Cedar, White Fish, Black, Sturgeon, Rapid and Manistie. The principal islands are Drummond, Sugar, St. Joseph, Bois, Blanc, Mackinaw, Manitou and Beaver islands, in Lakes Huron and Michigan, Isle Royale and the Apostles, in Lake Superior.

There were in January, 1856, 590 miles of railroad in operation.

The principal places in the State are Detroit, the metropolis, Monroe, Ann Arbor, Ypsilanti, Adrian, Jackson, Marshall, Kalamazoo, Lansing the capital, St. Josephs, Mackinac, Grand Haven, and Sault St. Marie. There were, in 1854, 6 banks, and 1 branch, with an aggregate capital of $1,084,718.

FOREIGN COMMERCE OF THE STATE OF MICHIGAN,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821	$53,200		$53,200	$29,076		
1822	694		694	18,377		
1823	1,010		1,010	2,159		
1824				1,886		
1825				5,695		
1826	1,320		1,320	3,774		
1827				3,440		
1828						
1829				2,957		
1830	1,588		1,588	21,315	50	
Total,	$57,902		57,902	88,679	50	
1831	12,392		12,392	27,299	43	
1832	9,234		9,234	22,648		
1833	9,054		9,054	63,876	644	210
1834	36,021		36,021	106,202	2,767	215
1835	63,480	$1,350	64,830	130,629	1,680	629
1836	57,181	4,050	61,231	502,287	750	803
1837	69,790		69,790		1,879	3,258
1838	125,660		125,660	256,662	1,480	1,543
1839	133,305		133,305	176,221	3,708	1,936
1840	162,229		162,229	138,610	4,786	6,370
Total,	$678,346	5,400	683,746	1,424,434	17,737	14,964
1841	88,529		88,529	137,800	875	4,734
1842	262,229		262,229	80,784	1,714	4,640
1843*	262,994		262,994	76,370	439	1,507
1844	293,901		293,901	120,673	18	5,757
1845	251,220		251,220	41,952	1,807	8,542
1846	251,890		251,890	154,928	540	27,920
1847	93,795		93,795	37,603	440	36,171
1848	111,194	441	111,635	115,760	180,800	87,614
1849	127,844	5,007	132,851	98,141	33,919	90,605
1850	132,045		132,045	144,102	7,982	46,719
Total,	$1,875,641	5,448	1,881,089	1,008,113	228,534	314,209
1851	183,448	7,978	191,426	182,146	7,255	45,102
1852	132,366	12,786	145,152	196,240	4,884	65,097
1853	295,809	57,876	353,685	211,230	8,005	71,928
1854	405,181	29,314	434,495	204,286	9,405	22,790
1855	526,825	41,266	568,091	281,379	24,415	38,196
1856	895,624	85,404	981,028	880,668	22,072	27,128

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Detroit, Michigan, is a large and flourishing city on the Detroit river, opposite Windsor, the terminus of the Great Western (Can.) Railroad, which here connects by ferry with the Michigan Central Railroad, together forming a convenient line between Niagara and Chicago. It is also the south-western terminus of the Detroit and Milwaukee Railroad, and a line (the Detroit and Toledo Railroad) is now in progress to connect with the railroads centering at Toledo. It has one of the finest harbors in the United States, and is admirably adapted for commerce. It has also extensive manufactures, chiefly machinery, agricultural implements, etc., and a large trade in lumber. On the whole it is a most flourishing place, and ranks as the first city of the State. Pop. (1855) 50,448. Detroit was founded in 1760 by the French, and was for many years the State capital. Twenty-five years ago it had only 2,000 inhabitants. The tonnage of Detroit, in 1856, was 58,688 tons.

Port Huron, Michigan, is a town at the mouth of Black river, on the St. Clair, and two miles south of Lake Huron. It has a large lumber business and fine general trade.

OHIO.

Ohio, one of the United States, lies between latitude 38° 30′ and 42° N., and between longitude 80° 35′ and 84° 47′ W. It is 210 miles long from north to south, and 200 miles broad. Area, 39,964 square miles.

Rivers, etc.—The Ohio river, which gives name to the State, washes its entire southern border. This river is 1,004 miles long from Pittsburg to its mouth, by its various windings, though it is only 614 in a direct line. Its current is gentle, with no falls, except at Louisville, Kentucky, where there is a descent of 22½ feet in two miles, which is obviated by a canal. For about half the year it is navigable for steamboats of a large class through its whole course. The Muskingum, the largest river which flows entirely in this State, is formed by the junction of the Tuscarawas and Walhonding rivers, and enters the Ohio at Marietta. It is navigable for boats 100 miles. The Scioto, the second river in magnitude, flowing entirely within the State, is about two hundred miles long, and enters the Ohio at Portsmouth. Its largest branch is the Whetstone, or Olentangy, which joins it immediately above Columbus. It is navigable for boats 130 miles. The Great Miami, a rapid river in the western part of the State, is 100 miles long, and enters the Ohio in the S.W. corner of the State. The Little Miami has a course of 70 miles, and enters the Ohio seven miles above Cincinnati. The Maumee, 100 miles long, rises in Indiana, runs through the north-west part of the State, and enters Lake Erie at Maumee bay. It is navigable for steamboats to Perrysburg, 18 miles from the Lake, and above the rapids is boatable for a considerable distance. The Sandusky rises in the northern part of the State, and after a course of about 80 miles, enters Sandusky bay, and thence into Lake Erie. The Cuyahoga rises in the north part of the State, and after a curved course of 60 miles, enters Lake Erie at Cleveland. It has a number of falls, which furnish valuable mill seats. Beside these there are Huron, Vermilion, Black, and Ashtabula rivers, which enter Lake Erie.

Lake Erie, which is situated 565 feet above the sea, and 333 feet above the level of Lake Ontario, is about 265 miles in length, from 30 to 60 miles in breadth, and between 600 and 700 miles in circumference. Its mean depth is 120 feet, being the shallowest of all the great lakes, and most easily frozen. Its waters are also, on account of its shallowness, more readily agitated by storms, causing its navigation to be therefore more dangerous during stormy weather. Disasters, involving large loss of life and property, are not of unfrequent occurrence on this lake, toward the close of navigation, before the rigors of winter have put a final stop to all active lake traffic.

Among the harbors of Lake Erie may be mentioned Port Colborne, situated at the entrance to the Welland canal, at the foot of Lake Erie, and a little above the commencement of the Niagara river. A little further up is the harbor of Port Maitland, at the mouth of the Grand river.

The principal places are Cincinnati, the metropolis; Columbus, the capital; Cleveland, Sandusky, Dayton, Springfield, Zanesville, Marietta, and Portsmouth. There were in February, 1854, 68 banks, with a paid capital of $8,718,366; in January, 1856, 46 railroads, of which 2,725 miles of track were finished and in operation, and 1,578 in course of construction.

FOREIGN COMMERCE OF THE STATE OF OHIO,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	American.	Foreign.
1821				$12		
1822	$105		$105	190		
1823				161	31	
1824						
1825						
1826	1,810		1,810		369	
1827						
1828						
1829	2,004		2,004	293		
1830				162	56	49
Total,	$3,919		3,919	818	456	49
1831	14,728		14,728	617	91	138
1832	58,394		58,394	12,392	269	1,341
1833	225,544		225,544	8,353	2,041	4,125
1834	241,451		241,451	19,767	2,999	3,756
1835	97,061	140	97,201	9,808	2,166	4,871
1836	3,718		3,718	10,960	105	2,943
1837	132,844		132,844	17,747	4,249	4,558
1838	139,827		139,827	12,895	1,141	2,438
1839	95,854		95,854	19,280	4,716	1,987
1840	991,954		991,954	4,915	8,708	3,265
Total,	$2,001,375	140	2,001,515	116,734	26,485	23,922
1841	793,114		793,114	11,318	9,600	2,624
1842	899,786		899,786	13,051	14,890	8,596
1843*	120,108		120,108	10,774	1,245	5,170
1844	543,856		543,856	36,015	2,653	14,162
1845	321,114		321,114	78,196	6,324	1,201
1846	352,630		352,630	102,714	6,222	4,831
1847	778,944		778,944	90,681	7,144	10,223
1848	147,599		147,599	186,726	7,065	5,853
1849	149,724		149,724	149,829	6,957	9,821
1850	217,532	100	217,632	582,594	15,485	18,322
Total,	$4,324,407	100	4,324,507	1,261,908	77,585	80,803
1851	395,125		395,125	686,331	18,720	11,866
1852	353,514		353,514	932,216	14,844	11,222
1853	158,418		158,418	847,760	22,630	9,939
1854	743,004	1,580	744,584	790,082	37,054	18,234
1855	847,143		847,143	600,656	26,399	18,890
1856	1,045,052		1,045,052	463,473	28,252	42,676

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Cincinnati, the metropolis of Ohio, capital of Hamilton county, and one of the leading commercial places west of the Alleghany Mountains. It is situated on the right bank of the Ohio river, 455 miles below Pittsburgh, 1,548 miles above New Orleans, and 502 miles from Washington. It is the largest city of the Mississippi Valley, north of New Orleans, and the fifth in population in the United States. Population in 1800, 750; in 1810, 2,540; in 1830, 24,831; in 1840, 46,338; in 1845, 65,000; in 1850, 115,438; in 1853, 160,141. The Ohio river at Cincinnati is 1,800 feet, or about one third of a mile wide, and its mean annual range from low to high water, is about fifty feet; the extreme range may be about ten feet more. Depressions are generally in August, September, and October, and the greatest rise in December, March, May, and June. The upward navigation is in winter very rarely suspended by floating ice, and in some winters not at all. Its current at its mean height is about three miles an hour; when higher, or rising, it is more; and when very low, it does not exceed two miles.

ILLINOIS.

Chicago, city, and capital of Cook county, and the most commercial place in Illinois, 204 miles north north-east from Springfield, and 717 from Washington. The city was laid out in 1830, and lots first sold in 1831. Population in 1840, 4,470; in 1850, 29,964; in 1852, 38,734; in 1854, 55,000; and in 1857, 100,000.

Chicago has grown more rapidly in commerce and population than any city in the world. In 1823, Major Long, in his account of Chicago, writes as follows: "The village presents no cheering prospect, as, notwithstanding its antiquity, it consists of but few huts, inhabited by a miserable race of men, scarcely equal to the Indians from whom they are descended. Chicago is, perhaps, one of the oldest settlements in the Indian country; its name, derived from the Potawatomi language, signifies either a skunk or a wild onion; and either of these significations has occasionally been given for it. Mention is made of the place as having been visited in 1671 by Perot, who found 'Chicagou' to be the residence of a powerful chief of the Miamis."

The lumber trade of Chicago is immense. During the year 1855 over *three hundred millions of feet* were received here. The following table will show the receipts for the past six years:

Years.	Feet received.
1850,	100,346,779
1851,	125,056,437
1852,	147,816,232
1853,	202,101,098
1854,	228,232,000
1855,	308,277,055

FLOUR AND GRAIN RECEIVED AT CHICAGO FOR THE YEARS 1854-55.

Articles.	1854.	1855.
Flour, reduced to bushels of wheat,	795,520	1,210,000
Wheat, bushels,	3,070,880	7,660,326
Corn, bushels,	7,478,443	8,489,036
Oats, bushels,	4,194,188	2,890,922
Rye, bushels,	85,600	68,520
Barley, bushels,	200,000	150,000
Total,	15,824,611	20,458,784
1854,		15,824,611
Increase in 1855,		4,634,173

The total value of articles of commerce received at Chicago in 1855, was nearly two hundred millions of dollars, viz.:

	Imports.	Exports.
By lake,	$95,724,797 43	$34,783,726 32
By canal,	7,417,769 80	80,913,167 07
By railroads,	88,381,597 90	98,421,324 86
Total value,	$191,524,165 13	$214,118,218 25

FOREIGN COMMERCE OF THE STATE OF MISSOURI,

From October 1, 1832, to July 1, 1856.

Years.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Amer.	For.
				$82,593[a]		
				1,024,417[b]		
				2,398,180[c]		
1856						
MISSISSIPPI.						
1826[j]				10,628		
1836				5,650		in 1831
1837	$304,831		$304,831			
1841						
				4,338[e]		
		...		6,721[f]		
1856						
KENTUCKY.						
	3,723[g]		3,723[g]	89,435[i]		
				390,855[h]		
				574,493		
1856						
TENNESSEE.						
				106,823[j]		
				77,919[k]		
				578,113[l]		
1856						
ILLINOIS.						
1847[m]	52,100		52,100	266	1,202	350
1848	41,835		41,835	4,365	807	
1849	88,412	$5	88,417	9,766	914	2,796
1850	17,669		17,669	15,705		
1851	114,336		114,336	4,657	2,093	215
1852	51,325		51,325	4,832	3,403	213
1853	79,139		79,139	7,559	2,288	
1854	296,046		297,046	79,344	8,014	703
1855	547,053		547,053	54,569	31,464	2,916
1856	1,345,223		1,345,223	277,404	76,930	19,511

[a] From October 1, 1832, to October 1, 1840.
[b] From October 1, 1840, to July 1, 1850.
[c] From July 1, 1850, to July 1, 1855.
[d] Years ending September 30.
[e] From June 30, 1844, to June 30, 1850.
[f] From June 30, 1850, to June 30, 1852.
[g] From Sept. 30, 1835, to Sept. 30, 1840.
[h] From Sept. 30, 1840, to July 1, 1850.
[i] From July 1, 1850, to July 1, 1853.
[j] From Sept. 30, 1834, to Sept. 30, 1840.
[k] From Sept. 30, 1840, to July 1, 1850.
[l] From July 1, 1850, to July 1, 1853.
[m] Years ending June 30.

TEXAS.

The regions which we now comprise under the name of Texas, to the north-west of the Gulf of Mexico, were called by the Spanish Governor of Jamaica, Garay, when his Captain Pineda (1519) had sailed along them, *Provincia de Amichel.* It is a name the origin of which we are quite in the dark. Perhaps, also, the whole northern shore of the Gulf was comprised under it.

This expression, *Provincia de Amichel*, was pointed out as the original Indian name of the land. Because it was discovered by the exertions of Garay, the Spanish geographers, therefore gave to it also the Spanish name, *Tierra de Garay* (Garay's country), which name we see makes a great figure on many old maps around the whole northern shore of the Gulf, including Texas.

When (about 1521) the King of Spain divided the discoveries and governments of Cortes and Garay, and put the Rio de las Palmas as the northerly boundary of the government of Mexico, the countries to the north were very often called *El Gobierno del Rio de las Palmas* (the government of the Palm river), and this also included a great part of the countries to the north.

It is supposed that, with this establishment of Texas as a new and separate government for itself (in 1727), was also connected an introduction of a new name—the name of *Las Nuevas Filippinas* (the new Philippinas) given to this government in honor to King Philip V. At least neither Barcia nor any other author uses this name before this time, while we afterward find it repeatedly in official papers and documents. The old and popular name of *Los Texas* was, however, used besides it. We see both names still on maps of a very late date ; as, for instance, on a Mexican map of the year 1813, *Provincia de Texas o Nuevas Filippinas* (the province of Texas or the new Philippines).

Until 1824 the dominion of this name did, however, southward, not reach the Rio Bravo. The province of Coahuila and of Nuevo Sant Ander took away the whole south-western quarter of Texas, as far east and north as the Rio Medina, and the sources of the Colorado and Brazos. Eastward, toward Louisiana, the province of Texas and New Philippines extended to the neighborhood of the Red river, and on the shores of the Mexican Gulf to the Rio Calcasiu, and sometimes as far as the Merrmentau.

In the year 1824, under the dominion of the Mexican Republic, the old connected provinces of Coahuila and Texas were again melted together into one State, under the name of *El Estado de Texas y Coahuila.* The southern part of our Texas, about the lower Rio Bravo, as far north-east as the Medina river, was not yet included in this name. It became a part of the new created *Estado de Tamaulipas.* Sometimes, and on some maps, it was tried at this period to apply to the whole of Texas the name of *Fredonia*, which was the particular name of Austin's colony.

In the year 1836, Coahuila and Texas were divided again, and *Texas became a separate and independent State*, which was (1845) annexed to the United States, and received then, after the war of 1846, its present boundaries.

FOREIGN COMMERCE OF THE STATE OF TEXAS,

From July 1, 1845, to July 1, 1856.

Years ending June 30.	EXPORTS.			IMPORTS.	TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Amer.	For.
1846				$17,266	695	2,500
1847				29,826	117	5,587
1848	$12,089	$131,521	143,610	94,024	730	2,057
1849	82,791		82,791	16,649	1,035	1,631
1850		24,958	24,958	25,650		
Total,	$94,880	156,479	251,359	183,415	2,577	11,775
1851	75,442		75,442	94,715	858	1,479
1852	229,334	488,741	718,075	77,892	2,269	5,199
1853	509,918	459,763	1,029,681	281,459	2,751	5,226
1854	762,448	552,001	1,314,449	231,423	4,875	4,833
1855	694,057	222,904	916,961	262,568	4,924	6,040
1856	1,252,925	689,664	1,940,589	321,834	7,504	3,965
Total,	$3,524,126	2,406,073	5,990,177	1,269,891	23,381	26,662

INDIANA.

1852				258,253		

CALIFORNIA (*Returns imperfect prior to* 1854).

1850				94,715	50,066	75,862
1851				6,468,587	293,435	186,735
1852				101,312	233,810	127,062
1853	555,453		555,453	8,407,701	297,110	149,391
1854	2,183,976	1,239,419	3,423,395	5,951,379	328,511	104,335
1855	7,189,415	1,034,651	8,224,066		266,703	61,414
1856	10,002,562	715,512	10,718,074	7,298,839	259,042	49,216

OREGON.

1854	42,707	120	42,827	48,932	772	231
1855	123,612		123,612	9,666	1,663	
1856	6,234		6,234	2,724	388	

WISCONSIN.

1854	30,464		30,464	49,174	no returns.	
1855	174,057		174,057	48,150	8,149	400
1856	345,493		345,493	27,694	32,912	2,710

MINNESOTA.

1854				844	no returns.	
1855				405		
1856						

PROGRESS OF AMERICAN COMMERCE.

The sixteenth century introduced the leading European powers to a minute acquaintance with the continent of America. Adventurous navigation had rescued a world from savage dominion, and there were adventurous spirits enough to people that world, and identify thenceforward their destinies with it. A hundred years after, and civilization planted her abodes through all this waste. Peculiar, indeed, is the feeling with which those infant days of our country are regarded, so like an illusion does it seem—so like a dream of glowing imagery. We look back as to a classic era, and the romance of Pocahontas, and of Raleigh, of Fernando de Soto, and Juan Ponce de Leon, do they thrill us less than the beatific visions of the Greek, recurring to ages long ago, when Ilion resisted the shock of Agamemnon's heroes, and the Argo sailed away to distant Colchis? The dim antiquity seems gathered around both of them alike. But let it pass, all—the romance of our history. They imagined not, the men of that day imagined not the stupendous results which have occurred so soon. They saw not the benign and regenerating influences of a virgin land, preserved for countless ages uncorrupted by tyranny, and ignorant of oppression. Could such a soil have nurtured else than freemen? They saw it not, and do we—even we—see other than darkly; yet the great consummation, the mighty destinies of the regions which three centuries ago, were proclaimed from the mast-head of a crazy ocean bark, a speck upon the distant heaven?

The development of American character is replete with instruction, and solves one of the most remarkable problems in the history of mankind. The untried scenes of a new world, cut off by trackless oceans from contact and communion with the civilization of unnumbered generations, were sufficient to introduce, what might have been predicted of them, results new, striking, and without a precedent. The indomitable will, the stern endurance, the inflexible and hardy spirit of independence, the high daring, the lofty patriotism, the adventurous, unlimited enterprise, the genius resolute, active, intrepid; inexhaustible in resources, elastic in vigor and in freshness, buoyant ever and hoping on, and executing amid every trying scene, every danger, and difficulty, and disaster—triumphing everywhere and in all things. Philosophy could have argued this character for the men whose fathers braved so much beyond the ocean, and would philosophy have won less than the fame of prophecy by her judgment?

But we pause not here to lament the causes which have counteracted these genial influences, and left whole regions of America stagnated, as it were, in the very elements of vitality and yet living hopelessly on. Should we refer to Mexico and the South American States? What is there here of progress to chronicle, and how much of humiliation? Regions blessed by Heaven in every thing but in men. Changing ever their dynasties and their despots in revolution and in blood. In motion always, without progress. In arms, without valor. Loving change rather than hating oppressors. Proclaiming civilization and annihilating its advances. The bitterness of Voltaire's sneer has no cruelty or injustice in its application to many of them, "*En pansant les chevaux de leurs*

maîtres ils se donnent le titre d'electeurs des rois et de destructeurs des tyrans!" Under heaven, as it was the destiny of the savage aboriginal, incapable of civilization, and with no law of progress ingrafted upon his nature, to fade away before the steady advances of European arms and policy, so the Anglo-Saxon element of America, by its flexibility and its power, by the new elements which it has taken to itself in the trying, yet triumphant scenes through which it has passed, will and must, in the inevitable course of events, preside over the destinies of the continent of America, aiding and directing them, adding life and vitality, rousing dormant and sleeping energies, and developing upon the theater of the world, movements in comparison with which all that history can furnish before the deluge, before the era of Christ, and since, shall dwindle into insignificance! It needs no ardent temperament to draw a stronger picture.

American Commerce in the Seventeenth Century.—The early colonists were exposed for a fearful probation to the most extraordinary vicissitudes and necessities. With the axe in one hand they reduced the sturdy forests into the farm-yard, and with the knife in the other they resisted the approaches of the stealthy and sanguinary savage. A meager subsistence rewarded the toils that knew no rest, and the charities of the mother country were invoked for men whose determined wills grew stronger as they suffered. This period had its different limits. Fifteen years after the landing of William Sale, we find the proprietary government in England complaining to the Carolinas, "we must be silly indeed to maintain idle men." Thirty-three years after the landing of Bienville, in Louisiana, the Western Company threw up their charter in utter hopelessness and despair. New England's rugged soil yielded a too reluctant tribute to the industry of her sons. They went out early upon the ocean by which they were girt in search of bread that the plow yielded not. To this hardy and daring people the boons of Nature were to be found in her apparent denial of them all. The seventeenth century affords us, however, but a few particulars of the trade which had been started in the colonies. That it was limited can be readily imagined; that it should be worthy of any regard at all, is the only source of surprise. The materials of this portion of our history are meager. It is sufficient that, in 1647, a trade had been opened from the northern ports to Barbadoes, and others of the West Indies; that a collector of the customs was appointed at Charleston, in 1685, and that the hardy enterprises of the Nantucket whalemen received their first impulse in 1690.

American Commerce from 1700 to the Revolution.—In the year 1731 we find a petition read in Parliament from the American colonies that the African trade be thenceforward laid open to them. In the same Parliament it was conceded that the whole gain of the mother country from the trade of Virginia and Maryland alone amounted annually to £180,000. The Pennsylvanians were exporting corn to Spain and to Portugal, and with the proceeds of their ships and cargoes selecting out merchandise in the English markets. To the Dutch alone they sold 5,000 pistoles annually in liquor and provisions. They had their invoices to Surinam, and Hispaniola, the West Indies, Canaries, Newfoundland, and the other colonies, and £150,000 from the proceeds to traffic in Britain. "New York," says a chronicle of this epoch, "sends fewer ships to England

than some other colonies do, but those they do send are richer, as dealing more in furs and skins with the Indians, and they are at least of equal advantage to England with those of Pennsylvania. The soil of New England is not unlike that of Britain. It employs about 40,000 tons of shipping, and about 600 sail of ships, sloops, etc., about half which shipping sails to Europe." Now began the parent's jealousy of her offspring. Nothing, it was said in Parliament, nothing is more prejudicial, and in prospect more dangerous to any mother kingdom than the increase of shipping in her colonies. The only use of colonies, added Lord Sheffield, is the monopoly of their consumption and the carriage of their produce. In 1780 the Commons of England struck an ineffectual blow at the American trade with the French and Dutch colonies, it having been represented to them as greatly detrimental to England and her colonies.

In 1782 a writer gravely announced that the convenience of the Americans from the plenty of beavers, hare, coney wool, and many other furs, gave them such advantages that, unless restrained, they would soon supply all the world with hats. The Board of Trade of the same year report that there are more trades carried on and manufactures set up in the provinces on the continent of America, northward of Virginia, prejudicial to the trade and manufactures of Great Britain than in any other of the British colonies. In 1750 the Americans were forbidden to work in iron, and Lord Chatham declared not long after, in Parliament, that the colonies of North America had not even the right of manufacturing a nail. So stringent had become the protective policy.

In 1764 was imposed an onerous burden upon American commerce by the mother country, grown jealous of its too great extension. This commerce had greatly enriched the home as well as the colonial government, but the former was too much blinded by erroneous policy to perceive it. She heeded not the annual purchases made in her markets with the avails of lumber, beef, fish, pork, butter, horses, poultry, live stock, tobacco, corn, flour, bread, cider, apples, cabbages, onions, etc., disposed of by our traders to the eager West India planters; and Lord Sheffield, in his observations on the commerce of the American States, tells us that at this time the Carolinians, of their exports to Kingston, Jamaica, took back one half in the produce of that country, the middle provinces one fourth, New England one tenth, and the balance in specie dollars. The trade of Britain with the American colonies employed in 1769, 1,078 ships, and 28,910 seamen. The value of her imports from them for that year amounted to £3,370,000, and of their imports from her to £3,724,606, showing a large difference in favor of the parent country.

In 1770 the imports of Carolina were £535,714, those of New England £564,034, of Maryland and Virginia £851,140, the exports of Virginia at the same time being double the value of those of either of the others named. Mr. Burke triumphantly announced in the House of Commons, "Our trade with America is scarcely less than that we carried on at the beginning of the century with the whole world! In the six years ending with 1774 there was an average import from the colonies into England of £1,752,142, and an average export to them in turn of £2,732,036. Crippled as our energies were, they could not be repressed. It was a vain effort to confine the enterprise of a people whose

views embraced the world itself, into the narrow compass afforded by English ports, and by portions of Europe southward of Cape Finisterre. When the day of reckoning came, as it did at last, for these reckless abuses of power, and they were proclaimed in the bill of rights, not the least of the usurpatrons for which retribution was demanded is to be found in the clause: 'She has cut off our trade with all parts of the world.'"

Commerce of the United States under the Articles of Federation.—During the Revolution all foreign enterprise was of necessity suspended, and in struggling for liberty, men taught themselves to forget and despise every mere physical want. Leagued together for common defense, the States were able to resist every device of power, and sustain a long and bloody contest. But when that contest was ended, and liberty won, the confederation exhibited at once its nervelessness for peace, and for the arts, and policy, and duties of peace. The fabric which could resist the storm crumbled away when the sunshine succeeded. So true is it, that the necessities of men are the only durable bond of their union, and that without this union there is no strength.

From the close of the war until the adoption of the Constitution, there may be considered to have been no great regulating head in America. No uniformity or system prevailed among the States, and their commerce was consequently exposed to the utmost uncertainty, fluctuation, and loss. Tonnage duties were levied in different ports, as it suited the caprices of the several governments, and as they were more or less desirous of encouraging particular branches of navigation and trade at the expense of others. By a policy more astute than that of her neighbors, New York managed in this way soon to increase largely her foreign trade, and laid the foundation of the empire she now maintains. From 1784 to 1790 our commerce exhibited the most remarkable results. For seven years consecutively, the imports into American cities from Britain were never otherwise than twice the amount of the exports to her, and for several years were three, and even five times their value. A drain of specie is said to have been the consequence, a very natural, though not necessary one, and great commercial embarrassment and distress.

The following table, made up from records of the English custom-house, will be found of interest:

Years.	Exports, America to Britain.	Imports, America from Britain.
1784, ...	£749,345	£3,679,467
1785, ...	893,594	2,308,023
1786, ...	443,119	1,603,465
1787, ...	893,637	2,009,111
1788, ...	1,023,784	1,886,142
1789, ...	1,050,198	2,525,298
1790, ...	1,191,071	3,431,778

Commerce of the United States under the Constitution, and until 1812.—In this crisis the attention of thinking men and patriots in all parts of the nation was aroused, and there was perhaps nothing which contributed so much in urging the States into a general convention, and into the adoption of a constitutional government and union, calculated

to preserve their liberties, their fortunes, and their glory in all the future. One of the first grants of power conceded to Congress under this Constitution was that of "regulating commerce with foreign nations, among the several States, and with the Indians." Referring to the state of things which existed under the articles of federation, an able writer observes, "Interfering regulations of trade and interfering claims of territory were dissolving the attachments and the sense of the common interest which had cemented and sustained the Union during the arduous struggles of the Revolution. Symptoms of distress and marks of humiliation were rapidly accumulating. The finances of the nation were annihilated. In short, to use the language of the authors of the Federalist, each State, yielding to the voice of immediate interest or convenience, successively withdrew its support from the confederation, till the frail and tottering edifice was ready to fall upon our heads, and to crush us beneath its ruins. Most of the federal constitutions of the world have degenerated in the same way, and by the same means."—KENT, vol. i., p. 217.

No more, said a memorial from Charleston, on the adoption of this constitution—no more shall we lament our trade, almost wholly in the possession of foreigners, our vessels excluded from the ports of some nations, and fettered with restrictions in others; our materials, the produce of our own country, which should be retained for our own use, exported and increasing the maritime consequence of other powers. With this memorial before them, and others of a similar character, Congress, at its first session, appointed a committee to report upon "the expediency of increasing the duty upon foreign tonnage carrying American produce to places in America not admitting American vessels; and to frame a bill placing the same restraints upon the commerce of foreign American States that they place upon us."

By the report of Alexander Hamilton in 1790, it appears that the total tonnage of the United States at that time was as follows:

American vessels in foreign trade,	363,093 tons.	
Coasters above twenty tons, . .	103,181 "	
In the fisheries, ...	26,252 "	—502,526 tons.
Total foreign tonnage, ...		262,913 "
United States and British, ...		312 "
United States and other foreign, . . .		338 "
Total, ...		766,089 tons.

The tariff of 1789 was specific and *ad valorem*, and discriminated 10 per cent. in favor of the trade conducted by our own shipping. In this we but imitated the navigation acts of European States, by means of which it has been supposed the enormous maritime consequence of some of them was principally secured. We shall not pause to argue a point in political economy so long mooted among writers of the greatest ability. The jealousies of nations have gone, and still go, very far. Even the philosophical Voltaire thought that their gain could not otherwise accrue than with each other's loss. England long imposed the most onerous restrictions upon all other commerce than her own, and her advances in consequence, or notwithstanding, have been unpre-

cedented. Her tonnage, when she commenced this system, was less than that of the United States at the adoption of the Constitution.

There was one department of our maritime industry which demanded the earliest attention of government, and we think its general interest will be sufficient apology for any space we may allot to its consideration—THE FISHERIES. Mr. Jefferson, in 1791, then Secretary of State, furnished an admirable report upon the subject, which we proceed to analyze. As early as 1520 there were fifty ships upon the Newfoundland coasts at a time for cod. In 1577 the French had 150 vessels there, the Spaniards 100, Portuguese 50, the English 15. The French fisheries began early to decline. In 1768 the Americans took but little less than the English, and the French took least of all. In 1798 England obtained double the quantity of America and France together. During the Revolution the American fisheries were almost entirely abandoned, and Mr. Jefferson left it to the wisdom of Congress to decide whether they should not be restored, by opposing prohibitions to prohibitions and high duties to high duties, on the fish of other nations.

The whale fisheries were prosecuted by the Biscayans as early as the fifteenth century. The British began its encouragement in 1672 by bounties. The Americans opened their enterprises in 1715. They succeeded early in the discovery in the Southern seas of the spermaceti whale, which they attacked instead of the Greenland, hitherto known to navigators. In 1771 we had 204 whalers. During the war England held out the largest bounties to the trade, and so irresistible were these in the depressed condition of our fishermen, that it is said many of them were on the eve of removing to Halifax, to prosecute the business there, and were only deterred by a letter from Lafayette, declaring that France would abate her duties upon oil. The little island of Nantucket is the great heart of these fisheries. A sandbar, said Mr. Jefferson, fifteen miles long and three broad, capable by its agriculture of maintaining twenty families, employed in these fisheries, before the Revolution, between five and six thousand men and boys, and contained in its only harbor, one hundred and forty vessels. In agriculture, then, they have no resource, and if that of their fisheries can not be pursued from their own habitations, it is natural they should seek others from which it can be followed, and principally those where they will find a sameness of language, religion, laws, habits, and kindred.

In 1803, Mr. Huger stated to Congress in his report, that it would seem the cod fisheries had gained ground since the Revolution, but that the whale fisheries, on the contrary, had been for some time past on the decline. The war of 1812 was most disastrous to the fishermen, but they soon afterward recovered their prosperity, and on the 1st of January, 1844, we had 644 vessels engaged at sea, of the value, including catchings, of $27,784,000. On the 1st of January, 1846, there were 680 ships, 34 brigs, 21 schooners, and 1 sloop; tonnage 233,149; manned by about 20,000 seamen and officers, consuming over three million dollars annually of American produce. Proceeds of whale fisheries $9,000,000 per annum, of which only $2,000,000 are re-exported.

In 1844, Mr. Grinnell stated in Congress:

"This fleet of whaling ships is larger than ever pursued the business before. Commercial history furnishes no account of any parallel. The voyages of those en-

gaged in the sperm fishery average three and a half years; they search every sea, and often cruise three or four months with a man at each mast-head on the look-out, without the cheering sight of a whale. They are hardy, honest, and patriotic, and will, as they did in the last war, stand by their country when in danger; they will man our ships, and fight our battles on the ocean."

Mr. Clayton remarked in February, 1846:

"We have at this time a commerce of 2,417,000 tons of shipping. England has 2,420,000 tons; so that we are nearly, nay, it is my opinion, we are completely on a par with her. I doubt, sir, whether England has a greater commercial marine or greater interests to protect. We have more than 700 whale ships in the Pacific, an extensive Indian commerce, and a great and daily growing commerce with China." —BROWNE'S *Whaling Cruise and History of the Whale Fishery*, 1846, p. 539.

At the close of the last century there were many causes which tended to add a vast importance to the commerce of the United States. For several years this commerce enjoyed unparalleled and almost unmeasured prosperity. Scarcely admitted into the family of nations, we found the whole civilized world engaged in the fiercest and most sanguinary conflict. A wise and indeed "masterly" neutrality was of course the true policy of the nation. The carrying trade of the world fell at once into our hands. We supplied the mother countries with the products of their own colonies. The East and West Indies alike were opened to our shipping. Their rich products filled our warehouses, supplying consumption and re-export. Prosperity such as this, however, was fated to be brief. The conflicting powers sacrificed every thing to their mutual hatred, and minded little the rights of a nation they had not even learned to respect. Protestation ended in war, and the rights of our sailors were established on every sea. With the return of peace in Europe, the carrying trade departed rapidly from us.

In 1791 the king and council of England admitted American unmanufactured goods, except fish, oil, blubber, whale fins, certain naval stores, etc., into Britain at the same duties as British American produce. The treaty of commerce of 1794 between the two governments was a reciprocity one, both parties binding themselves to impose no greater restrictions upon each other than they imposed upon others. This treaty regulated our East India commerce, then newly opened and promising a great extension.

From 1790 until 1797 Pennsylvania continued largely the greatest exporter in the Union. In 1791 South Carolina occupied the third rank. In 1797, New York for the first time took a leading position, which she has ever since maintained. The first exports of Tennessee and Mississippi date from 1801; those of Kentucky and Indiana from 1802; of Michigan, 1803; Orleans Terrritory, 1804; and Ohio, 1806. This we shall see more particularly hereafter. It is sufficient now to indulge the reflections which the facts before us so naturally awaken. Mysterious have been the changes. Old age and premature decay have fallen upon cities once famous for their trade; and the quays, where the flags of all nations floated, have come at last to be comparatively deserted. We look around, and there have started up others like mature creations, full of vigor and stalwart even in their infancy. How hardly can reason realize that these wondrous changes are not all the pictures of a

fertile imagination? Where is placed Virginia now, that mother of States, who in 1769 exported to foreign lands four times as much as New York? and where is Carolina, whose exports at the same time doubled those of New York and Pennsylvania together, and were equal to five times those of all New England? If trade grows to colossal stature, its proud empire hastens also to swift decay.

The difficulties which beset our commerce in the early part of the present century, when the rival hostile powers of Europe, jealous of our prosperous neutrality, strained every nerve to involve us in their disputes, will be called to mind by every one familiar with history. We were made the victims of the policy and arts of these nations, and even as early as 1793, their depredations upon our commerce were considerable. In five months alone of that year it was stated in the House of Peers, that six hundred American vessels were seized or detained in British ports for alleged violations of orders and decrees, claimed as principles under the law of nations. These aggressions upon our rights were long and extensively practiced, as the following table will exhibit:

SEIZURE OF AMERICAN VESSELS FROM 1803 TO 1812,

By the British,	917
By the French,	558
By the Neapolitans,	47
By the Danish tribunals,	70
Total vessels,	1,592

And this at a time when we were at peace with all the nations on earth! Indemnity for these spoliations has been the subject of numerous treaties; among others, that of England, in 1794, France, 1803, and Spain, in the Florida treaty, of 1819. But this whole period, so interesting in our annals, deserves a minute survey.

On the conquest of Prussia, in 1806, Bonaparte conceived the idea of crushing the maritime power of Britain, by prohibiting all the world, in his famous Berlin Decree, from conducting any trade with her or her numerous dependencies. The retaliatory British Orders in Council followed at once, and all countries in the world connected in any way with France, or opposed to England, were declared to be under precisely the same restraints as if actually invested in strict blockade by British forces. Incensed by so unexpected and ruinous a measure, Napoleon issued the memorable Milan Decree, making lawful prize of all vessels submitting at any time or in any way to British search or taxation. It was natural that these illegal and unauthorized proceedings should excite the utmost interest and concern of the United States so materially and even vitally affected by them. We protested in vain. The administration recommended as the sole remaining alternative of peace an embargo, which Congress adopted in 1807. This measure the commercial interests warmly opposed as ruinous to them, and memorials were forwarded from many quarters praying for its repeal. To these it was replied by government, "The embargo, by teaching foreign nations the value of American commerce and productions, will inspire them with a disposition to practice justice. They depend upon this country for articles of first necessity, and for raw materials to supply their manufactures." Such a view of

the matter, however, did not occur to the mind of Napoleon, who regarded the embargo as greatly favorable to France, and aiding him in his warfare against English commerce. "To submit," said he to Mr. Livingston, "to pay England the tribute she demands, would be for America to aid her against him, and a just ground of war."

In 1809, a non-intercourse with Britain and France was substituted for the embargo, which the latter power regarded as such an evidence of hostility as to justify her in proceeding at once to condemn millions of American property as lawful prize.

The Congress of 1810 determined upon the admission of the commercial vessels of the powers above-named, if the act were preceded by a revocation of their hostile and arrogant decrees. The French government pretended to close in at once with the proposal, but it was nearly one year later before her repealing ordinance was officially promulgated, evidencing a disposition on the part of Napoleon to play with us in bad faith, and to turn the game at any time to his advantage—so humiliating to our pride are the events of this entire era. With England it was long doubtful what relationship we might expect to sustain. Hostile and peaceable alternately, according to her caprices or her interests, she had provoked in American minds a resentment too deep to be subdued, and forbearance longer was regarded a crime. The Orders of Council remaining in force, and the aggressions increasing daily, a non-intercourse act of sixty days was resorted to, the prelude only to a solemn declaration of war. Then was the hour of severe retribution, and then was the national honor and dignity of America triumphantly vindicated!

Commerce of the United States since 1812.—This has been an era of prosperity and rapid advance, and the great powers of the civilized world seem to have realized for once the rich benefits of a prolonged armistice, or, if another expression be preferred, a protracted, and we hope permanent peace. In commercial rank, the United States of America, subordinate to Britain only, and having outstripped all the world else, is prepared to share a divided scepter, until that scepter can be wielded alone by her hand, and the empire of the seas be transferred to her keeping.

The history of our trade for the last forty years has material enough for many more pages than we can allot to it, even with the greatest condensation. The period has been celebrated by an approach to a more liberal internationality, and a reciprocity something else than in name. The progress in the last ten years has been most strongly marked toward that *ultimatum*, in the minds of every lover of truth and human advancement, perceived first by Lord Bacon, and ably, though imperfectly, presented by his followers: commerce unfettered as the winds that waft it; free religion, free government, free press, free traffic—freedom everywhere, and in every righteous thing throughout all the world! When shall nations sacrifice their foolish jealousies, and meet each other on this high, broad, and Christian ground? We are no partisan here, but a cosmopolite. We advocate a policy as wide as the earth, and as generous. No single nation can afford to act alone; the movement, if made at all, must be universal.

The condition of Europe now, however, argues little for the early triumph of those principles to which we have been referring. The latest

British, French, and Austrian tariffs have been less restrictive, and in the case of the first-named nation her policy would appear about to be radically changed. The German States maintain the exclusive policy, as do also the Spaniards and Portuguese. Russia was the latest in adopting the restrictive system, but we see by her last tariff some evidences of improvement, which neither Sweden nor Denmark furnishes. The duties of the Italian States have been generally moderate, except for Rome and Naples, and we recognize a great improvement in these in the tariff of his Holiness the Pope. The commercial system of Holland is the most liberal in all Europe, but the South American States appear to be governed by the same spirit as that which dictated the policy of Spain.

In 1824, Great Britain seemed desirous of removing in some degree her restrictions upon the navigation of other powers. She entered into reciprocity treaties with many of them, and in this was soon after imitated by the United States, in the treaties of 1825–6–8–9 with Central America, Denmark, Sweden, Hanse Towns, Prussia, Brazil, Austria, Hungary and Bohemia, Mexico, Russia, Venezuela, Greece, Sardinia, Netherlands, Hanover, and Portugal. We also entered into similar but limited reciprocity treaties with France in 1822, continued afterward, and with England in 1821, 1825, and 1833, and a full reciprocity treaty with Canada in 1854. These treaties were arranged by Mr. Kennedy, chairman of the Committee of Commerce, into three classes.

1. Those securing mutual privileges of export and import of produce, the growth, produce, or manufacture of the stipulating powers, transported in their own vessels, without discrimination on tonnage.

2. Those providing for a levy of duties not less favorable upon the tonnage of either than are levied upon the tonnage of other powers.

3. Those requiring equality of port charges.

The progress in the commerce of the United States since 1820 is fully illustrated in the following Tables: and there is just ground for a belief that this increase is still going on, and that the next ten or twenty years will develop even more rapid strides in the foreign and domestic commerce of the Union. The Custom-House duties have increased from $13,004,000 in 1821 to $64,022,000 in 1856, and the aggregate imports and exports during the same period from $125,000,000 to $640,000,000 in value; and the tonnage from 1,298,000 to 4,871,000 tons. The general tariff of 1824 worked well for the country, but was largely modified in May, 1828. The compromise tariff of 1833 induced excessive importations (from 101,000,000 in 1832 to 189,000,000 in 1836), which contributed to the financial distress of the years 1837–8. The too frequent changes of the tariff between 1832 and 1848 caused heavy losses in the manufacture of woolen goods, iron, and other articles. These changes occurred in September, 1841, August, 1842, July, 1846 March, 1848, and January, 1849. But the rapid development of the manufacturing industry of the country is an evidence that these interests will prosper in the face of adverse and fickle legislation. The production of gold in California to the extent of nearly four hundred millions within the past nine years has created a vast revolution in commerce and in manufactures, not only in the United States, but in Europe; and will no doubt accomplish equally grand results in the next few years.

GENERAL STATEMENT OF THE ANNUAL FOREIGN COMMERCE AND NAVIGATION OF THE UNITED STATES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS.	Whereof there was in Bullion and Specie.		TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$43,671,894	$21,302,488	$64,974,382	$62,585,724	$10,478,059	$8,064,890	804,947	83,073
1822	49,874,079	22,286,202	72,160,281	83,241,541	10,810,180	3,369,846	813,748	97,490
1823	47,155,408	27,543,622	74,699,030	77,579,267	6,372,987	5,097,896	810,761	119,740
1824	50,649,500	25,337,157	75,986,657	80,549,007	7,014,552	8,379,835	919,278	102,552
1825	66,944,745	32,590,643	99,535,388	96,340,075	8,932,034	6,150,765	960,866	95,080
1826	53,055,710	24,539,612	77,595,322	84,974,477	4,704,533	6,880,966	953,012	99,417
1827	58,921,691	23,403,136	82,324,827	79,484,068	8,014,880	8,151,130	980,542	131,250
1828	50,669,669	21,595,017	72,264,686	88,509,824	8,243,476	7,489,741	897,404	151,050
1829	55,700,193	16,658,478	72,358,671	74,492,524	4,924,020	7,403,612	944,799	133,006
1830	59,462,029	14,387,479	73,849,508	70,876,920	2,178,773	8,155,964	971,760	133,436
Tot.	$536,104,918	229,643,834	765,748,752	798,633,427	71,673,494	69,144,645	9,056,617	1,146,074
1831	61,277,057	20,033,526	81,310,583	103,191,124	9,014,931	7,305,945	972,504	271,994
1832	63,137,470	24,039,473	87,176,943	101,029,266	5,656,340	5,907,504	974,865	887,505
1833	70,317,698	19,822,735	90,140,433	108,118,311	2,611,701	7,070,368	1,142,160	497,639
1834	81,024,162	23,312,811	104,336,973	126,521,332	2,076,758	17,911,632	1,134,020	577,760
1835	101,189,082	20,504,495	121,693,577	149,895,742	6,477,775	13,131,447	1,400,517	630,824
1836	106,916,680	21,746,360	128,663,040	189,980,035	4,324,336	13,400,881	1,315,523	674,721
1837	95,564,414	21,854,962	117,419,376	140,989,217	5,976,249	10,516,414	1,266,622	756,202
1838	96,033,821	12,452,795	108,486,616	113,717,406	3,508,046	17,747,116	1,408,761	604,166
1839	103,533,891	17,494,525	121,028,416	162,092,132	8,776,743	5,595,176	1,477,928	611,839
1840	113,895,634	18,190,312	132,085,946	107,141,519	8,417,014	8,882,813	1,647,009	706,486
Tot.	$892,889,909	199,451,994	1,092,341,903	1,302,676,084	56,839,893	107,469,296	12,739,909	5,718,476
1841	106,382,722	15,469,081	121,851,803	127,946,177	10,034,332	4,988,633	1,634,156	736,849
1842	92,969,996	11,721,538	104,691,534	100,162,087	4,813,539	4,087,016	1,536,451	740,497
1843,*	77,793,783	6,552,697	84,346,480	64,753,799	1,520,791	22,390,559	1,268,083	523,949
1844	99,715,179	11,484,867	111,200,046	108,435,035	5,454,214	5,830,429	2,010,924	906,814
1845	99,290,776	15,346,830	114,646,606	117,254,564	8,606,495	4,070,242	2,053,977	930,275
1846	102,141,593	11,346,623	113,488,516	121,691,797	3,905,268	3,777,732	2,221,028	968,178
1847	150,037,461	8,011,158	158,648,622	146,545,638	1,907,024	24,121,289	2,202,393	1,176,605
1848	132,904,121	21,132,315	154,036,436	154,998,928	15,841,616	6,360,224	2,461,280	1,404,159
1849	132,666,955	13,088,865	145,755,820	147,857,439	5,404,648	6,651,240	2,753,724	1,675,709
1850	136,946,912	14,951,808	151,898,720	178,138,818	7,522,994	4,628,792	2,632,788	1,728,214
Tot.	$1,131,458,801	129,105,782	1,260,564,583	1,267,783,782	65,010,921	86,906,156	20,774,804	10,791,249
1851	196,689,718	21,698,293	218,388,011	216,224,032	29,472,752	5,453,592	3,200,519	1,929,585
1852	192,368,984	17,289,382	209,658,366	212,945,442	42,674,135	5,505,044	3,230,590	2,047,575
1853	213,417,697	17,558,460	230,976,157	267,978,647	27,486,875	4,201,382	3,766,789	2,298,790
1854	253,390,570	24,850,194	278,241,064	304,562,381	41,281,504	6,758,587	3,911,392	2,107,802
1855	246,708,553	28,448,293	275,156,846	261,468,520	56,247,343	3,659,812	4,068,979	2,110,322
1856	310,586,330	16,378,578	326,964,908	314,639,942	45,745,485	4,207,632	4,538,364	2,462,109

* 9 months to June 30, and the fiscal year from this time begins July 1.

STEAM TONNAGE OF THE UNITED STATES.

"The use of steam tonnage in the commerce between the United States and other American nations, and Great Britain, France, and other commercial nations, may, and it is thought by some will, considerably reduce the sail tonnage used in commerce, and that cheaper capital in Great Britain will give to that nation an advantage over the United States in steam tonnage, and the carrying trade of our own and other countries, and they attribute the reduction of our tonnage to that cause. This may be so, to some extent, but no continued reduction of our commercial tonnage is apprehended; nor is it apprehended there is any just reason to suppose our enterprising ship-builders and merchants will surrender the navigation of the seas to Great Britain, and place that nation in possession of the carrying business of the world; yet the subject is one of interest, and calls for a careful examination of our tonnage laws, and the removal of all impediments to an equal and fair competition for our foreign trade and the trade of other nations."—*United States Treasury Report*, December, 1856.

COMPARATIVE EMPLOYMENT OF AMERICAN AND FOREIGN TONNAGE, AS SHOWN IN THE IMPORTS OF THE UNITED STATES, IN 1831, 1841, AND 1851.

STATES, ETC.	1831.		1841.		1851.	
	In American vessels.	In Foreign vessels.	In American vessels.	In Foreign vessels.	In American vessels.	In Foreign vessels.
Alabama	143,320	81,115	410,358	120,461	43,736	369,710
California					4,462,700	
Columbia, District of.	180,573	12,982	53,863	23,400	80,527	286
Connecticut	405,066		293,221	2,768	320,858	22,136
Delaware	21,656		1,188	2,088		
Florida	110,196	5,514	116,712	28,469	38,875	56,122
Georgia	236,298	163,642	299,977	149,030	404,477	317,070
Illinois					3,609	1,048
Indiana					1,754	
Kentucky					213,576	
Louisiana	5,969,622	3,797,071	8,141,088	2,115,262	10,134,465	2,393,995
Maine	832,303	109,104	574,664	126,297	968,061	208,529
Maryland	4,513,897	312,680	5,848,866	752,447	5,662,066	988,579
Massachusetts	13,982,768	286,288	18,835,492	1,482,511	23,117,834	9,597,493
Michigan	27,299		137,608	192	182,146	
Mississippi					845	
Missouri			23,875		622,039	
New Hampshire	146,205		61,585	12,116	44,682	18,346
New Jersey			1,919	896		1,111
New York	53,617,033	3,460,384	66,683,750	9,024,676	106,568,635	34,977,903
North Carolina	186,802	9,554	214,731	5,629	125,978	80,953
Ohio	153	464	9,563	1,755	586,460	99,871
Pennsylvania	11,623,584	500,499	9,840,354	506,244	11,541,212	2,627,549
Rhode Island	562,161		333,929	5,663	295,209	15,421
South Carolina	853,171	384,992	1,217,955	339,476	1,646,915	434,397
Tennessee			7,523		64,761	
Texas					62,745	31,970
Vermont	166,206		246,739		691,268	
Virginia	383,797	104,725	351,917	25,820	227,339	325,594
Oregon Territory					103,500	
Total	93,962,110	9,229,014	113,221,877	14,724,300	168,216,272	52,563,083

TONNAGE OF THE UNITED STATES.

"When our navigation laws were first enacted in 1789, the registered tonnage of the United States was secured against the protecting navigation laws of other nations, by countervailing or protecting provisions. Such provisions were, from time to time, extended, so as to countervail the prohibitory enactments of the commercial nations with which we had intercourse. These commercial restrictions have gradually yielded to the more liberal principles of free trade in the transportation of freight and passengers, until in that business we have free trade with almost all the nations of the earth, only marred by the charge of light money to our vessels, where we charge none. The removal of restrictions, in our commercial intercourse with other nations, in the carrying business, has not been prejudicial to our foreign commercial marine. The burden of light money, to which our tonnage, in the ports of Great Britain and other commercial nations, is subject, should be removed by mutual agreement, or countervailing legislation on our part, and the tonnage duty now charged on our vessels, in the ports of France and some other countries, and on their vessels in our ports, should, by like mutual agreement, be taken off, and port charges equalized. The coasting trade of the United States has, from the beginning, been strictly reserved for vessels built within the United States, and owned by citizens of the U. S., to the exclusion of foreign-built and foreign-owned vessels. The American tonnage engaged in foreign trade, and in the coasting trade, has been American-built, and has had the absolute protection of our laws, and the licensed tonnage absolute protection, in the carrying trade on our coast and in our waters."—*Treasury Report*, December, 1856.

BELGIUM.

IMPORTATIONS AND EXPORTATIONS OF THE YEAR 1854.

Country.	Imports. Francs.	Exports. Francs.
Russia,	13,053,000	1,375,000
Sweden and Norway,	1,863,000	1,436,000
Denmark,	1,905,000	1,438,000
German Confederation,	31,544,000	38,320,000
Mecklenburg-Schwerin,	18,000	968,000
Hanse Towns,	1,345,000	11,072,000
Hanover and Oldenburg,	241,000	157,000
Netherlands,	56,494,000	60,890,000
Great Britain,	55,515,000	109,386,000
France,	50,068,000	113,801,000
Portugal,	2,124,000	5,000
Spain,	3,320,000	1,523,000
Sardinia and Piedmont,	441,000	7,136,000
Switzerland,	1,267,000	635,000
Austria,	843,000	3,923,000
Parma, Modena, etc.,	453,000	1,508,000
Two Sicilies,	1,685,000	1,618,000
Greece,	168,000	29,000
Turkey,	1,967,000	9,222,000
Egypt and other parts of Africa,	1,342,000	358,000
East Indies, Singapore, China, Java, Sumatra, Philippines, Oceanica, and Australia,	16,945,000	1,716,000
United States,	35,981,000	28,820,000
Mexico and Guatemala,	37,000	1,417,000
Cuba and Porto Rico,	13,965,000	3,506,000
British Colonies,		3,202,000
Hayti and Venezuela,	4,031,000	125,000
Brazil and Colombia,	8,031,000	4,547,000
Rio de la Plata,	7,447,000	3,431,000
Chili and Peru,	10,952,000	4,909,000
Total (permanent value),	323,045,000	416,473,000

ARRIVALS AND CLEARANCES OF THE YEAR 1854.

Country.	ENTERED. Vessels.	Tonnage.	Cargo.	CLEARED. Vessels.	Tonnage.	Cargo.
Russia,	8	1,415	1,415	7	1,207	159
Sweden and Norway,	145	24,262	24,262	155	27,057	5,749
Denmark,	135	14,518	14,468	146	14,546	7,327
Prussia,	40	8,622	8,538	43	9,082	3,313
Mecklenburg,	57	12,415	12,384	69	15,130	5,790
Hanseatic Towns,	86	22,315	22,175	92	23,446	8,836
Hanover and Oldenbg.,	134	13,191	13,134	156	16,036	7,562
The Netherlands,	156	22,512	22,435	166	19,756	10,550
Great Britain,	844	137,991	87,103	842	137,127	69,533
France,	129	10,915	9,808	136	11,735	7,995
Portugal,	2	351	297	2	351	297
Spain,	45	8,736	8,309	45	8,278	3,307
Sardinia,	9	1,594	1,577	13	2,641	1,914
Austria,	24	8,158	7,478	24	8,450	6,126
Tuscany,	2	439	439	..	..	..
Sicily,	19	3,013	3,013	17	2,661	2,456
Greece,	2	512	512	1	238	103
Turkey,	1	92	92	..	..	..
America (U. States),	80	56,566	50,873	73	49,846	19,658
Brazil,	1	178	178	1	178	..
Buenos Ayres,	2	384	384	1	208	..
Belgium,	472	87,236	72,896	457	84,398	43,064
Total,	2,393	435,415	361,770	2,446	432,371	203,739

FOREIGN COMMERCE OF THE UNITED STATES WITH BELGIUM,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821								
1822								
1823								
1824								
1825						..		
1826				..				
1827								
1828								
1829								
1830								
Total,								
1831								
1832								
1833								
1834	$585,342	$873,300	$1,458,642	$185,679		$12,047	11,321	4,716
1835	603,680	144,542	748,222	341,967		200	5,015	4,937
1836	1,586,925	697,135	2,284,060	489,009		1,219	10,471	13,295
1837	716,618	393,969	1,110,587	549,009		25,000	4,995	8,211
1838	1,340,900	274,051	1,614,951	239,928		9,700	13,544	6,044
1839	541,641	66,269	607,910	465,701			2,211	3,782
1840	1,834,229	486,426	2,320,655	274,867		5,417	19,507	7,667
Total,	$7,209,335	2,935,692	10,145,027	2,537,160		53,583	67,064	48,652
1841	1,673,726	150,156	1,823,882	374,838		2,044	14,627	8,856
1842	1,434,038	176,646	1,610,684	619,588		19,008	12,949	12,875
1843*	1,674,224	296,485	1,970,709	171,695		12,751	20,708	8,529
1844	1,852,571	151,230	2,003,801	634,777		16,059	8,148	18,339
1845	1,495,754	355,319	1,851,073	709,562		7,508	20,289	4,542
1846	1,632,607	749,207	2,381,814	836,372			23,375	6,527
1847	2,874,367	348,190	3,222,557	948,325		33,171	26,617	18,752
1848	1,989,764	200,171	2,189,935	1,325,061	$23,870	7,515	19,870	6,267
1849	2,443,064	288,243	2,731,307	1,844,293	500	1,840	27,862	6,196
1850	2,168,857	375,403	2,543,760	2,404,954		2,500	21,428	4,068
Total,	$19,238,472	3,091,050	22,329,522	9,869,465	24,370	102,397	195,878	89,951
1851	2,709,393	142,619	2,852,012	2,377,630	5,600		17,654	8,819
1852	3,202,767	1,001,003	4,203,770	2,054,043		7,998	34,705	5,910
1853	2,301,038	907,495	3,208,533	2,732,168			25,124	4,192
1854	3,848,890	1,158,004	5,006,894	3,462,241		2,806	42,592	11,171
1855	2,376,854	1,550,886	3,927,240	3,398,690			37,790	4,963
1856	5,345,386	1,155,237	6,500,623	3,106,514			57,114	8,710

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Antwerp (Flem. *Antwerpen;* Fr. *Anvers*), a famous fortified city of Belgium, and the center of its foreign trade (capital and province of the same name), on the Scheldt, 60 miles from the sea, and distant by railroad 27¼ miles from Brussels, 32 from Ghent, 150½ from Cologne, 258¼ from Paris, and 74 from Ostend. Lat. of Cathedral, 51° 13′ 2″ N.; long. 4° 24′ 2″ E. Population, 90,000. Its port was greatly improved by Napoleon, who erected two large basins; and ships anchor in the river opposite the city in from 32 to 40 feet water at ebb tide. In 1803, the improvement in the harbor was begun, and extensive new docks and warehouses have since been constructed. Ships of the largest burden come up to the town, and goods destined for the interior are forwarded with the greatest facility by means of canals and railways. Almost all the foreign trade of Belgium is at present centered in Antwerp, which has again become a place of much commercial importance. There is a regular steam communication between Antwerp and London, and Hull and Rotterdam.

GREAT BRITAIN.

Foreign Trade—Progress and Direction.—For 1855, the returns of British exports to different countries are not yet before us; but as this was a year of war, and exceptionable, the general view will probably be more correct from excluding it. Its effects, too, which, in giving a different direction to trade, have been conspicuous, will be better appreciated hereafter, when one or two years of continued peace have demonstrated what are permanent and what temporary of these effects, and have carried trade into the channels in which it is destined to flow. The average declared value of exports in three years, 1840–42, and in the three years, 1852–54 (except for Russia, of which we have taken the exports for 1851–3), were as follows:

DECLARED VALUE OF EXPORTS.—AVERAGE.

	1840-42.	1852-54.	Increase per cent.	Decrease per cent.
Russia,	£1,698,623	£1,209,011	..	29
Sweden and Norway,	282,406	577,333	105	..
Denmark,	195,749	533,962	204	..
Prussia,	319,939	653,302	105	..
Hanover,	95,731	358,842	275	..
Hanse Towns,	5,611,460	7,126,924	27	..
Holland,	3,533,476	4,378,655	24	..
Java and Sumatra,	313,722	604,747	93	..
Belgium,	1,015,272	1,205,082	26	..
France,	2,824,696	2,847,635	1	..
Portugal,	1,031,437	1,228,409	19	..
Azores and Madeira,	68,565	116,263	70	..
Spain and the Balearic Islands,	380,238	1,628,380	328	..
Canary Islands,	50,054	76,464	59	..
Cuba,	491,193	1,065,473	117	..
Philippine Islands,	152,300	284,033	87	..
Sardinia,	528,189	1,030,395	95	..
Austria,	445,529	649,235	46	..
Tuscany,	656,258	643,131	..	7
Papal States,	200,287	181,862	..	9
Two Sicilies,	714,126	638,078	..	10
Greece, Turkey, Wallachia, and Moldavia,	1,303,052	2,567,080	97	..
Syria and Palestine,	341,891	394,889	15	..
Egypt,	179,517	998,715	456	..
Morocco,	11,558	86,819	651	..
United States and California,	5,303,489	20,545,511	287	..
Mexico,	429,573	529,632	23	..
Hayti,	187,672	126,755	..	33
New Granada, Venezuela, and Ecuador,	250,142	697,794	175	..
Brazil,	2,313,071	3,180,883	42	..
Uruguay, Monte Video, and Buenos Ayres,	857,733	1,421,073	76	..
Chili,	907,809	1,284,763	42	..
Peru,	673,450	1,073,342	59	..
China and Hong Kong,	785,383	1,418,304	83	..
Western Africa,	229,893	526,123	130	..
Other countries,	397,469	793,434	100	..
Total foreign countries,	34,854,449	62,562,476	79	..

FOREIGN COMMERCE OF THE UNITED STATES WITH ENGLAND,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$16,339,109	$2,125,594	$18,464,703	$23,180,862	$1,933,665	$645,529	128,729	19,546
1822	21,072,395	1,029,224	22,101,619	32,108,947	796,218	99,920	151,030	30,238
1823	18,968,185	978,474	19,946,659	26,301,270	865,632	282,822	132,042	50,784
1824	18,218,841	1,268,282	19,487,123	26,647,922	312,112	149,164	140,125	42,810
1825	32,096,390	2,031,186	34,127,576	34,271,510	803,266	82,888	172,409	39,242
1826	19,065,185	1,569,023	20,634,208	24,362,203	698,077	122,216	147,455	41,801
1827	23,514,421	904,596	24,419,017	28,653,883	200,101	84,111	202,076	63,706
1828	18,737,661	2,960,261	21,697,922	30,476,189	2,852,209	20,972	133,353	75,583
1829	21,281,384	1,767,457	23,048,791	23,892,763	673,333	89,826	179,843	60,722
1830	23,773,020	826,946	24,599,966	22,755,040	112,229	144,231	192,714	58,589
Total,	$213,066,541	15,461,043	228,527,584	272,650,539	8,247,842	1,621,679	1,580,676	482,521
1831	28,841,430	2,367,439	31,208,869	41,851,823	1,615,643	130,830	235,345	83,461
1832	26,635,768	2,875,137	29,510,905	34,849,096	1,112,293	83,639	189,579	96,615
1833	29,582,673	1,452,768	31,035,441	36,668,315	244	31,903	183,928	87,602
1834	38,673,691	2,974,726	41,648,420	45,566,065	270	5,805,613	216,256	89,836
1835	47,990,532	945,809	48,936,341	59,066,989	39,037	1,303,438	215,810	69,582
1836	53,802,488	1,874,787	55,177,220	75,761,713	2,509	2,322,920	233,817	78,450
1837	46,235,102	4,884,768	51,119,870	43,546,757	1,833,070	116,299	268,068	67,125
1838	48,899,888	1,545,188	50,445,076	44,191,851	10,185	9,009,346	344,616	76,668
1839	54,615,327	3,953,108	58,568,435	64,863,716	3,163,490	1,420,092	269,466	92,685
1840	51,951,778	5,096,882	57,048,660	83,114,133	4,888,786	803,306	388,512	129,213
Total,	$426,728,675	27,970,562	454,699,237	479,482,958	12,160,527	21,027,886	2,543,897	871,237
1841	44,184,357	3,371,220	47,555,577	45,730,007	3,018,137	580,530	272,631	130,768
1842	36,681,808	2,932,140	39,613,948	33,446,499	1,702,748	205,919	285,479	139,054
1843*	37,149,095	1,106,064	38,255,159	26,141,118	400	14,305,714	329,935	163,174
1844	45,814,942	1,125,214	46,940,156	41,476,081	85,706	1,181,959	311,741	192,583
1845	41,518,934	4,767,244	46,286,178	44,687,859	3,673,137	180,828	374,846	198,921
1846	42,781,619	1,758,489	44,540,108	43,844,160	973,110	482,711	364,149	183,942
1847	70,228,777	834,921	71,058,698	65,170,374	8,055	19,312,930	457,598	300,555
1848	62,928,024	8,924,291	71,852,315	59,763,502	9,818,633	1,916,952	476,548	258,210
1849	69,161,992	1,880,878	71,042,870	58,818,425	764,097	2,671,792	576,018	349,900
1850	64,686,959	4,210,271	68,897,230	72,118,971	2,534,185	527,266	440,582	269,078
Total,	$515,131,507	30,910,732	546,042,239	491,196,996	22,078,208	41,816,601	3,889,527	2,186,185
1851	105,121,921	8,151,266	113,273,187	90,612,238	17,099,081	1,098,667	621,566	274,383
1852	107,788,657	4,586,185	112,324,842	88,119,859	34,802,284	1,487,484	672,488	306,017
1853	112,778,359	3,209,264	115,987,623	125,774,282	18,631,900	284,799	664,892	429,174
1854	135,111,708	5,563,631	140,675,339	140,388,733	27,926,263	85,156	858,970	438,246
1855	129,475,967	6,153,178	135,629,145	102,426,293	47,858,015	107,464	831,464	253,945
1856	152,561,975	1,517,560	154,079,535	118,015,544	34,161,062	421,971	923,617	389,108

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Liverpool, the principal seaport of England, lat. 53° 25′ N., long. 2° 59′ W. It is situated on the eastern bank of the Mersey river, while on the west side are the docks, warehouses, and other commercial buildings. The area of the wet docks is about 185 acres, and of the dry docks 20 acres. The entrance of the Mersey is impeded by shoals, but at high water may be entered by the largest ships. The docks are the finest in the world, and in connection with its situation and inland communication, give it the position it holds, of the first port in England, and having, next to New York, the largest commercial marine.

London, the most important city in the world, on the Thames, about 40 miles from its mouth, lat. (St. Paul's Cathedral) 51° 30′ 48″ N., long. 0° 5′ 38″ W.

Commerce, etc.—The port of London extends from London bridge to a little below Blackwall, and is divided into the Pool, Limehouse Reach, Greenwich Reach, Blackwall Reach, and Bugsby's Reach. The coasting trade of London is greater than that of any port in the world, and gives it superiority over Liverpool.

IRELAND,

One of the largest of the European islands, is situated to the west of Great Britain, from which it is separated by a narrow channel called the Irish sea, and St. George's Channel on the east, and is bounded on its other sides by the Atlantic Ocean, through which it can maintain a direct communication with the continents of Europe, Africa, and America. The advantageous position, the fertility of the soil, and the salubrity of the climate, have conferred upon Ireland commercial facilities which are capable of being greatly increased.

The Irish nation is undoubtedly of Celtic origin. This much is stamped in indelible characters in the names of the rivers, towns, mountains, and other objects of historical notoriety throughout the island; it is proclaimed by marks equally indelible in the relics of antiquity, the tumuli, the cairns, the cromleach, and the druidical circles, the remains of which, after having triumphed over the ravages of time and repeated revolutions, are now perpetuated in the pages of the antiquary's researches. The name of the island itself confirms the assertion. Eri or Erin, its most ancient appellation, and that to which the natives still cling with the attachment of veneration, is derived from the Celtic Iar or Eir, which signifies western. Most of its more modern names may be easily traced to this source.

The island of Ireland is of a rhomboidal shape, having its longer sides nearly in the direction of the meridian, and its shorter from south-west to north-east. It is between the latitudes of 51° 26′ and 55° 20′ north, and the longitude of 15° 28′ and 10° 28′ west. In the direction of its greater diagonal from Browhead in the south, to Fairhead in the north-east, it measures 306 miles. Its extreme length, from its most southern point, already named, to Walinhead, its more northern extremity, is 290 miles; its greatest length on a meridian, 235 miles. Its breadth, where greatest, measures from Eulagh-rash, in the peninsula of the Mullet to Killard point, at the entrance of Strangford Lough, is 182 miles; but its least breadth, from the eastern side of Galway bay near Oranmore, to Ringsend near Dublin, is not more than 110 miles. The whole comprises an area of 20,499,550 acres, or 320,312 statute miles. Separated from the adjacent island of Great Britain by an arm of the sea not more than forty-nine miles across at its southern extremity, and narrowing to twelve miles at the north, but expanding in its intermediate space into the Irish sea, it is washed on its three other sides by the Atlantic Ocean, whose waves have indented its western and southern shores with many large bays and inlets, stretching far into the country, so that the whole outline of the coast, including that of the estuaries of the rivers, to the boundaries of the tide, is estimated to measure upward of 2,200 miles.

Irish Coast.—This extended line contains a great number of fine harbors and roadsteads. The eastern coast has but one; that of Strangford or Lough Cone, which forms a very deep bay, with sufficient depth of water for every kind of ships. The bays of Carrickfergus, Dundalk, and Carlingford, are adapted only for vessels of lesser draught. Dublin is so defective as to require the construction of two safety harbors; one to the north at Howth, and the other to the south at Kingstown.

FOREIGN COMMERCE OF THE UNITED STATES WITH IRELAND,

FROM OCTOBER 1, 1820, TO JULY 1, 1856.

YEARS ENDING SEPT. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	DOMESTIC.	FOREIGN.	TOTAL.	TOTAL.	EXPORT.	IMPORT.	AMER.	FOR
1821	$889,577	$4,069	$893,646	$686,154	$193	$2,683	12,812	2,201
1822	770,176		770,176	806,024		5,978	13,153	2,047
1823	714,037	37,644	751,681	547,738	4,425		12,932	2,479
1824	913,532	8,673	922,205	431,875		288	20,541	1,761
1825	1,247,550	20,669	1,268,219	612,272			19,483	1,821
1826	775,187	6,684	781,821	672,994			14,436	1,859
1827	637,120		637,120	550,129			8,247	1,889
1828	394,450	810	395,260	711,041			6,626	3,730
1829	327,728	366	328,094	362,511			4,833	2,502
1830	261,687		261,687	381,333			4,594	2,570
Total,	$6,930 994	78,915	7,009,909	5,762,071	4,618	8,899	117,657	21,868
1831	589,941		589.941	261,564			7,833	2,306
1832	152,913	4,115	157,028	491,891			1,791	
1833	120,482		120,482	152,280			1,406	1,843
1834	189,914	189	190,103	274,712			2,620	245
1835	403,604		403,604	542,890			4,272	760
1836	343,845	3,854	347,699	508,356			2,885	240
1837	9,893		9,893	131,776			551	184
1838	38,535		38,535	75,162			472	166
1839	330,719		330,719	150,689			1,862	332
1840	217,762		217,762	98,349			2,732	351
Total,	$2,397,608	8,158	2,405,766	2,687,669			25,929	5,927
1841	60,872		60,872	81,921			1,391	880
1842	49,968		49,968	102,700			631	
1843*	208,502	1,180	209,682	43,535			982	2,197
1844	42,591		42,591	88,084			191	786
1845	103,471		103,471	104,857			1,412	987
1846	1,077,008	5,463	1,082,471	85,774			14,748	6,804
1847	12,397,698	31,488	12,429,186	590,240		$82,171	124,600	101,067
1848	2,379,291	1,303	2,380,594	415,923		116,945	17,410	34,779
1849	3,916,342	22,526	3,938,868	376,793			53,901	46,165
1850	1,025,031	42,693	1,067,724	293,783			10,014	22,972
Total.	21,260,774	104,653	21,365,427	2,183,610		199,116	225,280	216,637
1851	598,688	1,200	599,888	235,938			3,142	12,618
1852	573,250	100	573,350	152,533			4,116	9,460
1853	618,812	59,272	673,084	153,118			3,482	14,955
1854	1,006,017	86,485	1,092,502	229,335			9,120	14,432
1855	1,209,633	332,851	1,542,484	152,293			12,947	25,562
1856	4,300,021	74,709	4,374,730	89,032			35,735	19,089

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

GALWAY, the county town, formerly designated the "Liberties of Galway," and a county in itself, having an exclusive local jurisdiction, extending two miles on every side except the south. It stands on the northern shore of the Bay of Galway, Ireland, on the eastern bank of the river of the same name. It is supposed by some to be the Nagnata of Ptolemy. It certainly was considered a position of much importance from the earliest period, as in the divisions of the island into north and south, at first made by the descendants of Hereman, and afterward repeated by Conn and Eogan, it was fixed upon as the eastern extremity of the line of demarcation, which proceeded eastward to Dublin. Galway is likely to become a place of some note, being the proposed eastern terminus of the Submarine Telegraph communication between Europe and the United States.

BELFAST, a seaport in Ireland, at the entrance of the river Logan into Carrickfergus bay, lat. 54° 35′ N., long. 5° 46′ W. It has a commodious harbor, and the bay is a spacious estuary, affording safe anchorage.

SCOTLAND,

The northern portion of Great Britain, extends in its mainland from latitude 54° 38′ to 58° 41′ N., and longitude 1° 45′ to 6° 14′ W., and, including its islands, to latitude 60° 50′ N., and longitude 8° 35′ W.

Scotland is separated from England by a waving line of the Cheviot hills in the center, by the Tweed, which enters the sea at Berwick, on the east, and by the Solway Firth on the west. Its eastern shores are washed by the North sea, and its western by the Atlantic. It is of an oblong, irregular form, extending longitudinally due N. and S. 280 miles, and varying in breadth from 175 to 100, 50, and 30 miles. Area, 31,324 square miles, or 20,047,462 acres, 6–9 acre to a person, 92 persons to a square mile. Population, 1801, 1,599,068; 1841, 2,620,184; 1851, 2,888,742.

Glasgow.—Of all the branches of industry, belonging to Glasgow and its harbor, there is assuredly none of modern date which has made such rapid progress as that of steamboat building, and marine engine making. From the first start of the little "Comet" in 1812 till 1820, there were at the most only one or two river steamers launched yearly, and of a tonnage so small as to be scarcely worth notice. About that period this manufacture received a new impulse, and began at once fairly to develop itself.

From 1821 to 1830, there were 38 steamers built, with a tonnage of 4,200; from 1831 to 1840, there were 94 steamers, with a tonnage of 17,623; from 1841 to 1850, there were 167 steamers, with a tonnage of 81,447, while during the three years from 1851 to 1853, there were 206 steamers, with a tonnage of 141,713. The present magnitude of this industry may, however, be best appreciated from the fact, that during the years 1853 and 1854, the then 32 shipbuilders on the Clyde, had constructed or contracted for no fewer than 266 vessels, including both steam and sailing, having an aggregate tonnage of 168,000, for which also marine engines were made, or in progress, of 29,000 horse-power; the average of these vessels being 630 tons, and involving the enormous cost of nearly five millions sterling.

The Clyde.—To the progressive rise and present position of the river Clyde and its harbor, may be justly attributed the importance and prosperity of Glasgow. The fact is, this city now possesses an inland navigation, and a stream harbor unequaled perhaps in Europe, and which has been accomplished first by the intelligence of the corporation, and in later years by a trust formed partly of the corporation and partly from other bodies of the citizens. About the beginning of the present century the depth of the Clyde, at Glasgow, was scarcely 5 feet, and there were few or no vessels at its port, and these consisted of craft drawing merely a few feet of water, none certainly exceeding 30 or 40 tons burden. In 1820, the average available depth of the Clyde at high water during neap tides was 9 feet, which admitted vessels drawing 8½ feet. In 1840, the depth was increased to 14 feet, whereas, in 1855, the average depth at high water during neap tides, is 19 feet. To show the greatness of the improvements that have been made, it may be mentioned that while only one vessel arrived at the harbor of Glasgow in 1835, of 300 to 350 tons burden, there arrived during 1854, 19 vessels of 1000 tons and upward.

FOREIGN COMMERCE OF THE UNITED STATES WITH SCOTLAND,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$1,405,448	$13,683	$1,419,131	$1,220,092			4,015	6,220
1822	1,615,565	10,987	1,626,552	1,891,316		2,100	7,207	5,079
1823	1,158,495	10,104	1,168,599	1,086,133		3,000	4,517	8,220
1824	1,196,219	14,632	1,210,851	1,008,520			3,175	5,836
1825	1,699,526	7,657	1,707,183	1,829,464		1,700	7,253	2,932
1826	572,894	2,952	575,846	1,096,772			2,850	2,792
1827	1,336,169		1,336,169	1,083,101		500	7,296	7,521
1828	959,560	7,927	967,487	1,183,081			2,429	8,002
1829	895,315	19,493	914,808	1,024,215			2,609	7,699
1830	1,465,211	3,488	1,468,699	1,382,841			6,913	7,707
Total,	$12,304,492	90,923	12,395,325	12,805,535		7,300	48,264	62,008
1831	1,185,142	5,567	1,190,709	1,977,830			6,312	9,102
1832	1,125,898	20,864	1,146,762	1,580,812			3,932	9,410
1833	1,186,469	21,058	1,207,527	1,025,229		500	2,523	9,860
1834	2,344,785	28,789	2,373,574	1,402,030		3,900	6,655	13,484
1835	2,830,079	10,850	2,840,929	1,639,648		16,800	6,890	9,386
1836	2,349,550	744	2,350,294	2,375,899		3,360	4,530	10,593
1837	3,441,211	12,596	3,453,807	1,188,410		4,000	12,641	7,924
1838	1,685,203	10,776	1,695,979	594,665			9,457	6,387
1839	1,025,832	1,256	1,027,088	950,183			2,321	5,403
1840	2,022,636	28,304	2,050,940	525,217		3,000	10,799	10,483
Total,	$19,196,805	140,804	19,337,609	13,259,923		31,560	66,060	91,982
1841	1,920,506	15,318	1,935,824	850,887		1,312	7,414	8,717
1842	1,522,735	80,279	1,603,014	655,050			6,390	10,045
1843*	2,363,354	14,657	2,378,011	128,846			12,764	18,848
1844	1,936,591	16,882	1,953,473	527,239		7,260	7,849	13,418
1845	2,611,874	54,936	2,666,810	708,187			14,732	20,810
1846	1,642,330	45,416	1,687,746	1,230,086			9,547	13,788
1847	3,645,460	162,013	3,807,473	1,837,014		69,565	25,315	15,630
1848	2,455,426	38,418	2,493,844	1,666,694		7,210	14,195	17,096
1849	3,549,960	58,472	3,608,432	1,959,320			21,032	24,940
1850	3,021,740	183,679	3,205,419	2,746,670			15,759	17,276
Total,	$24,669,976	670,070	25,340,046	12,309,993		85,347	134,997	160,568
1851	3,811,003	261,937	4,072,940	2,999,710			18,508	22,987
1852	2,441,148	230,635	2,671,783	2,855,947			19,856	22,288
1853	4,486,825	154,739	4,641,564	4,337,990			27,734	32,612
1854	3,097,662	190,336	3,287,998	5,820,469			22,018	23,003
1855	2,306,751	114,489	2,421,240	3,954,594			18,674	13,103
1856	3,880,376	26,166	3,906,542	4,131,506			20,235	24,975

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Glasgow. The whole number and tonnage arriving at the harbor of Glasgow during the years 1828–1854, were as follows:

	Sailing Vessels.		Steam Vessels.	
Years.	No.	Tonnage.	No.	Tonnage.
1828	4,405	214,315	7,100	481,946
1840	5,337	271,942	11,149	894,387
1850	5,857	391,033	9,195	873,159
1854	6,322	504,008	11,880	1,090,804

The progress and present condition of the river and harbor, however, are probably best exhibited by the following abstract of the revenue of the trust at six different periods:

In 1800, it was . .	£3,319	16	1	In 1840, it was . .	£46,481	1 9
" 1820, " . .	6,328	18	10	" 1850, " . .	64,243	14 11
" 1830, " . .	20,296	18	6	" 1854, " . .	86,580	5 11

GIBRALTAR,

A British town and fortress in Andalusia, the most southerly province of Spain. It stands on the extremity of a small peninsula, washed on the east side by the Mediterranean, and on the west by the Bay of Gibraltar. This peninsula is connected with the mainland by a low, sandy isthmus, called the "Neutral Ground," which reaches from the rock of Gibraltar northward to the ancient Spanish lines, a distance of a mile and a half; its breadth is about three fourths of a mile.

Gibraltar is a free port; and though its trade and commerce have of late years declined considerably, they are still extensive and important. It is the great resort of the contrabandistas or smugglers, who purchase nearly all the goods that find their way into the south of Spain. The smuggling of tobacco, which is manufactured in large quantities at Gibraltar, is a source of constant fretting and ill-will between the governments of Spain and Great Britain. The quantity of this commodity that finds its way into Spain without paying duty, is between six and eight millions of pounds annually, employing in its manufacture about 2,000 hands. The loss and affront endured by the Spanish crown, through the continuance of this trade, are all the more keenly felt, as tobacco is a monopoly of the government, and a considerable source of its income. Inquiry, however, has shown that the success of the smugglers is chiefly due to the incapacity or dishonesty of the Spanish officials, whose duty it is to put an end to their trade. The only chance that these personages have of making fortunes, is to accept the presents which procure their connivance. In 1852, the declared value of British and Irish produce and manufactures exported from the United Kingdom to Gibraltar, was £510,889.

Gibraltar was long an ill-managed and most expensive colony. It has now been thoroughly reformed, and not only defrays its own expenses, but even pays over a small surplusage to the home government. The total amount of the revenue is a little above £30,000; the expenditure is rather under that sum. The sources of income are the customs, port, and quarantine dues, land revenue, rents, auction dues, stamps, and licenses, etc. The outlay is caused by the salaries in the civil, judicial, ecclesiastical, and municipal services, by allowances to some of these departments, and by office contingencies.

Gibraltar contains a motley population of from 15,000 to 20,000 (exclusive of the troops in garrison), chiefly English, Jews, Spaniards, and Moors. Stringent measures are adopted by government, to prevent any increase in the number of permanent residents. No person is allowed to remain on the rock who can not find some one to stand security for his good behavior. *Permis de séjour* are issued by the police magistrate for ten, fifteen, or twenty days, at the end of which period, they are required to be renewed. The officers of the garrison have the privilege of introducing a stranger for a month.

The climate of Gibraltar is temperate, and, on the whole, healthful, the only exception being in the case of children cutting their first teeth. To them it seems to be peculiarly fatal. In summer, the African heat is tempered by a refreshing sea-breeze, which blows from 10 A.M., and ceases before sunset.

FOREIGN COMMERCE OF THE UNITED STATES WITH GIBRALTAR,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$956,111	$513,635	$1,469,746	$1,234,263	$32,190	$603,360	20,954	
1822	525,708	625,074	1,150,782	490,378	5,000	53,661	15,347	
1823	875,604	1,028,272	1,903,876	477,769	3,804	181,695	22,985	
1824	934,402	934,445	1,868,847	693,844	2,110	311,371	27,285	1,102
1825	861,733	941,981	1,803,714	748,546	146,287	101,704	20,363	584
1826	692,896	1,055,525	1,747,921	677,806	10,500	94,688	24,148	921
1827	1,040,999	861,387	1,905,386	828,953	3,000	89,278	26,790	68
1828	899,411	506,719	1,406,130	666,578	36,000	37,391	26,446	91
1829	801,132	160,130	461,262	247,471	10,572	58,793	8,701	
1830	513,248	370,150	883,398	90,028	59,880	7,860	13,450	
Total,	$7,600,744	7,000,318	14,601,062	6,155,636	309,343	1,539,806	206,469	2,706
1831	429,087	165,786	594,873	150,517	20,000	8,590	11,703	
1832	428,833	185,074	613,907	279,858	33,516	8,320	14,989	431
1833	573,076	164,570	737,646	182,508	300	2,300	18,311	1,370
1834	506,703	283,785	790,488	200,691		24,947	12,993	590
1835	553,582	265,000	818,582	160,200	74,938	4,460	15,194	400
1836	635,198	225,177	860,375	245,978	6,597		14,522	1,120
1837	361,031	203,870	564,901	207,173	17,034	888	10,387	1,873
1838	609,818	152,371	762,189	25,624	9,693		11,496	1,911
1839	902,247	148,387	1,050,634	99,178	9,356		13,864	2,164
1840	643,344	257,110	900,454	32,567		460	11,312	877
Total,	$5,642,919	2,051,130	7,694,049	1,584,294	171,434	49,875	134,771	10,736
1841	1,020,931	98,989	1,119,920	21,079			17,868	794
1842	466,937	115,961	582,898	12,268	15,213		12,115	1,758
1843*	218,251	38,197	256,448	23,915		20,878	6,941	1,568
1844	502,462	77,421	579,883	44,274	8,460	13,471	13,873	2,413
1845	426,107	163,564	589,671	92,118	47,890	12,222	11,691	1,097
1846	463,241	129,651	592,892	27,806	41,643			
1847	365,360	55,026	420,386	26,969	2,790		8,219	1,713
1848	310,400	61,545	371,945	4,445	16,920		9,526	772
1849	723,819	78,467	802,286	1,193	18,035		13,139	1,540
1850	186,307	60,482	246,789	44,269	42,085		7,650	806
Total,	$4,683,815	879,303	5,563,118	298,336	196,036	46,571	101,022	12,461
1851	177,904	52,529	230,433	73,604	5,580		3,900	1,962
1852	229,802	49,157	278,459	105,853	16,000		7,578	1,802
1853	169,444	66,570	236,014	61,784	44,500		5,242	1,330
1854	446,445	81,327	527,772	59,673	12,741		12,189	624
1855	225,365	123,379	348,744	66,541			8,063	1,802
1856	372,523	56,493	429,016	88,126	26,400	1,376	10,640	118

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Gibraltar, a British town and fortress in Andalusia, the most southerly province of Spain. It stands on the extremity of a small peninsula, washed on the east side by the Mediterranean, and on the west by the Bay of Gibraltar. This peninsula is connected with the mainland by a low, sandy isthmus called the "Neutral Ground," which reaches from the rock of Gibraltar northward to the ancient Spanish lines, a distance of a mile and a half; its breadth is about three fourths of a mile. Gibraltar is a free port; and though its trade and commerce have of late years declined considerably, they are still extensive and important. It is the great resort of the *contrabandistas* or smugglers, who purchase nearly all the goods that find their way into the south of Spain. The smuggling of tobacco, which is manufactured in large quantities at Gibraltar, is a source of constant fretting and ill-will between the governments of Spain and England. The quantity of this commodity that finds its way into Spain, without paying duty, is between six and eight millions of pounds annually, employing in its manufacture about 2,000 hands.

MALTA.

Malta, an island in the Mediterranean, belonging to the British, nearly opposite to the southern extremity of Sicily, from which it is about 54 miles distant.

Valetta, the capital, is situated on the north coast of the island, the lighthouse in the castle of St. Elmo being in latitude 35° 54′ 6″ N., longitude 14° 21′ 1″ E. Malta is about 20 miles long, and 10 or 12 broad. The island of Goza, about a fourth part of the size of Malta, lies to the north-west of the latter, at about 4 miles' distance; and in the strait between them is the small island of Cumino. In 1847, the population of Malta amounted, excluding the garrison (except the Maltese regiment), to 108,140. The population of Goza, at the same period, was 15,130. The total population of both islands making 123,270. The entire revenue collected in Malta usually amounts to about £100,000 a year, of which about £23,000 is derived from the rent of lands.

Valetta, the capital of the island, is defended by almost impregnable fortifications. "These," says Mr. Brydone, "are indeed, most stupendous works. All the boasted catacombs of Rome and Naples are a trifle to the immense excavations that have been made in this little island. The ditches, of a vast size, are all cut out of the solid rock; these extend for a great many miles; and raise our astonishment to think that so small a State has ever been able to make them."—(*Tour through Sicily and Malta*, Letter 15.) "Since the island came into our possession, the fortifications have been considerably improved; so that at present it is a place of very great strength."

After the capture of Rhodes by the Turks, the emperor Charles V. made a present of Malta to the Knights of St. John of Jerusalem, in whose possession it remained till 1798, when it was taken by the French. It was taken from the latter by the English in 1800, and was definitely ceded to them in 1814.

The island consists mostly of a rock, very thinly covered with soil, a good deal of which has been brought, at an immense expense, from Sicily; but, being cultivated with the utmost care, it produces excellent fruits, particularly the celebrated Maltese oranges, corn, cotton, with small quantities of indigo, saffron, and sugar. The principal dependence of the inhabitants is on their cotton; the crop of which, amounting to about 4,000,000 lbs. a year, is partly exported raw, and partly manufactured to the value of from £80,000 to £100,000. The corn raised in the island is not sufficient to feed the inhabitants for more than five or six months, and at an average about 100,000 quarters of foreign wheat are required for their use. In addition to corn, cattle, provisions of all sorts, including dried fish, fruits, Spanish peas, etc., are largely imported. The other leading articles of import comprise cottons, and most sorts of manufactured goods; sugar, coffee, and other colonial products; tobacco, oil, wines, timber, etc. The trade in corn used to be monopolized by government; and, after the monopoly was abandoned, duties on importation, varying, like those in this country, with the price, were imposed. But, in 1835, these duties were abolished; and the fixed duties on corn entered for consumption, specified in the tariff, were substituted in their stead.

FOREIGN COMMERCE OF THE UNITED STATES WITH MALTA,

From October 1, 1832, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1833	$50,828		$50,828	$31,073				
1834	37,426		37,426	49,523			1,091	
1835	109,655	$121,243	230,898	31,867	$381	$1,482	2,126	
1836	38,817	139,892	178,709	34,390			781	761
1837	100,805	173,366	274,171	35,961			1,903	710
1838	81,955	4,078	86,033	16,866		2,470	857	
1839	65,870	34,126	99,996	24,943			1,869	
1840	14,610	45,386	59,996	28,471			448	
Total,	$499,966	518,091	1,018,057	253,094	381	3,952	9,165	1,471
1841	27,869	21,070	48,939	1,461			360	274
1842	11,644	8,261	19,905	7,300			756	
1843*	6,436	11,471	17,907	27			214	
1844	9,752	7,246	16,998	15			611	
1845	12,909		12,909	22,311			954	
1846	23,754	10,927	34,681	21,589			882	
1847	25,096	22,541	47,637				843	223
1848	33,128	15,955	49,083	384		.. .	1,812	
1849	51,233	62,734	113,967	8,405			3,068	720
1850	75,329	39,051	114,380	11,354			2,665	456
Total,	$277,150	199,256	476,406	72,846			12,165	1,673
1851	64,061	12,238	76,299	26,167			1,097	746
1852	96,347	16,975	113,322	114,364			2,442	453
1853	165,319	22,237	187,556	80,053	2,000		2,721	741
1854	148,528	21,245	169,773	83,695			3,197	802
1855	212,397	72,452	284,849	62,616			4,088	629
1856	281,945	33,541	314,586	44,224			2,993	400

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

The central position, excellent port, and great strength of Malta, make it an admirable naval station for the repair and accommodation of the men-of-war and merchant-ships frequenting the Mediterranean, and render its possession of material importance to the British empire. Since Malta-built vessels were admitted into the ports of the United Kingdom on the same terms as those of British-built, the trade of ship-building has materially increased on the island. The Maltese shipwrights are diligent, expert workmen; and, their wages being moderate, it is a favorable place for careening. Owing to the want of a dry-dock, all ships above the size of a sloop-of-war that require to have their bottoms examined, have to go to England for that purpose. This, surely, should be obviated. Quarantine is strictly enforced at Malta; but there is every facility for its performance, and the charges are less than at any other port in the Mediterranean. Malta is now the center of a very extensive steam-packet system; the steamers from England for the Ionian Islands, Constantinople, Alexandria, and other parts of the Levant, touch here. The French steamers from these ports usually perform quarantine at Malta. In 1825, British silver money was introduced into Malta; the Spanish dollar being made legal tender at the rate of 4s. 4d., the Sicilian dollar at 4s. 2d., and the scudo of Malta at 1s. 8d. The pound or rottolo, commercial weight = 30 oncie = 12·216 English grains. Hence 100 rottoli (the cantaro) = 174½ lbs. avoirdupois, or 79·14 kilog. Merchants usually reckon the cantaro at 175 lbs. The salma of corn, stricken measure = 8.221 Winchester bushels; heaped measure is reckoned 16 per cent. more. The caffiso, or measure for oil, contains 5½ English gallons = 20·818 litres. The barrel is double the caffiso. The Maltese foot = 11 1-6th English inches = ·2836 meters. The canna = 8 palmi = 81·9 English inches = 2·079 meters. Merchants usually convert Malta measure into English in the proportion of 3½ palmi to a yard, or 2 2-7th yards to 1 canna.

BRITISH INDIA.

Calcutta, the principal city of the province of Bengal, the capital of the British dominions in India, and, with the exception, perhaps, of Canton, the greatest emporium to the eastward of the Cape of Good Hope. Its citadel is in latitude 22° 34′ 49″ N., longitude 88° 27′ 16″ E. It is about 100 miles from the sea, being situated on the eastern bank of the western branch of the Ganges, denominated by Europeans the Hooghly river, which is the only arm of the Ganges navigable to any considerable distance by large ships. At high water the river opposite to the town is about a mile in breadth; but during the ebb the side opposite to Calcutta, exposes a long range of dry sand-banks. Owing to the length and intricacy of the navigation from the sea, it can not be undertaken without a pilot; so that, even if it did not exceed our limits, it would be useless to attempt any description of it in this place.

The principal merchants and traders consist of British and other Europeans, Portuguese, born in India, Armenians, Jews, Persians, from the coast of the Persian Gulf, commonly called Parsees, Moguls, Mohammedans of Hindostan, and Hindoos; the latter usually either of the Brahminical or mercantile castes, and natives of Bengal. The native Portuguese and Armenian merchants have of late greatly declined in wealth and importance. On the other hand, the Persian merchants have increased in numbers and wealth, several of them being worth £250,000 sterling. The large fortunes of the Hindoo merchants have been much broken down of late years by litigation in the courts, and naturally through the law of equal coparcenary among brothers. To counterbalance this, there has been, since the opening of the free trade in 1814, a vast augmentation of the number of inferior merchants, worth from £20,000 to £50,000 sterling. There are but few Hindoo merchants at present whose wealth exceeds £200,000 sterling.

ABSTRACT VIEW OF THE EXTERNAL COMMERCE OF BENGAL.

	Imports, 1851–1852.			Exports, 1851–1852.		
	Merchandise.	Treasure.	Total.	Merchandise.	Treasure.	Total.
Great Britain,	5,59,79,282	91,74,544	6,51,53,826	4,78,20,145	78,053	4,78,98,198
France,	9,38,031	4,25,850	13,63,881	48,07,431		48,07,431
North America,	9,99,653	2,22,090	12,21,743	76,84,224		76,84,224
Madras Coast,	9,24,338	18,08,553	27,32,891	12,52,690	1,47,924	14,00,614
Ceylon,	30,681	1,30,225	1,60,906	1,50,240	57,100	2,07,340
Maldives and Laccadives,	1,36,292		1,36,292	60,632		60,632
Malabar Coast,	17,75,800	3,47,380	21,23,180	20,71,501		20,71,501
Arabian and Persian Gulfs,	7,29,205	1,80,722	9,09,927	12,51,597		12,51,597
Singapore,	14,69,431	16,25,031	30,94,462	44,04,137	540	44,04,677
Penang and Malacca,	6,12,629	1,34,631	7,47,260	5,44,759	7,148	5,51,907
China,	16,00,846	89,12,398	1,05,13,244	3,22,17,277		3,22,17,277
New Holland,	12,63,255	16,452	12,82,707	3,16,544		3,16,544
Java and Sumatra	37,152	2,497	39,649	68,971		68,971
Pegu,	5,34,963	3,51,063	8,86,026	14,43,883	15,96,174	30,40,057
Mauritius,	22,323	8,61,993	8,84,316	15,95,297	56,370	16,51,667
Bourbon,	20,053	7,33,905	7,53,963	6,06,865		6,06,865
Cape and St. Helena,	35,675	35,850	71,525	2,08,585	2,500	2,71,085
Hamburg,	1,49,014		1,49,014	2,27,950		2,27,950
Cadiz,	1,18,996		1,18,996			
Amsterdam,	1,568		1,568			
Trieste,				83,063		83,063
Genoa,	35,956		35,956	4,21,838		4,21,838
Other places,	96,602		96,602	2,66,278		2,66,278
Total, Company's rupees.	6,75,14,750	2,49,63,184	9,24,77,934	10,84,63 897	19,45,809	11,04,09,706

FOREIGN COMMERCE OF THE UNITED STATES WITH THE BRITISH EAST INDIES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$32,089	$1,934,190	$1,966,279	$1,530,799	$1,884,949		3,027	
1822	67,979	1,968,365	2,036,344	3,272,217	1,930,376		3,347	
1823	10,642	307,738	318,380	3,265,961	283,052		895	
1824	34,354	927,716	962,070	441,867	782,386		2,920	
1825	206,450	784,629	991,079	1,756,484	665,523		4,124	
1826	24,226	418,042	442,268	2,510,606	354,557		2,030	
1827	32,717	1,018,733	1,051,450	569,056	872,183		2,430	
1828	54,199	795,682	849,881	1,542,736	650,080		3,441	
1829	69,070	477,629	546,699	1,229,569	297,301		3,050	
1830	93,731	553,126	646,857	1,373,297	160,641	$500	4,029	
Total,	$625,457	9,185,850	9,811,307	17,492,592	7,881,048	500	29,293	
1831	132,442	675,890	807,332	1,544,273	436,027	82	6,481	
1832	189,218	339,235	528,453	2,538,938	212,386	11,000	5,916	
1833	136,156	188,843	324,999	1,832,059	80,910	2,700	6,735	
1834	199,602	206,941	406,543	2,293,012	147,825	872	5,655	
1835	364,417	389,641	754,058	1,697,893	529,123		10,389	
1836	289,315	435,461	724,776	2,954,476	351,925		10,520	
1837	120,591	82,967	203,558	3,041,842	13,850	1,290	3,487	
1838	320,505	258,402	578,907	675,531	279,921		8,334	...
1839	246,845	337,597	584,442	2,135,152	391,725		10,557	
1840	280,404	351,791	632,195	1,952,461	315,007	1,597	5,742	
Total,	$2,279,495	3,266,268	5,545,763	20,665,637	2,758,699	17,541	73,816	
1841	532,334	430,867	963,201	1,236,641	378,650	40	12,647	
1842	399,979	283,825	683,804	1,530,864	202,560	2,951	9,079	1,129
1843*	237,576	140,136	377,712	689,777	37,839		5,415	
1844	338,413	337,553	675,966	882,792	274,107	50	10,479	
1845	297,331	134,067	431,398	1,276,534	76,168		10,314	
1846	270,600	99,772	370,372	1,361,345	73,920	1,479	10,979	706
1847	237,783	135,454	373,237	1,646,457	100,132	2,300	12,294	
1848	510,284	156,715	666,999	2,069,632	56,298		15,354	642
1849	332,962	76,562	409,524	2,036,254	249		21,020	327
1850	502,613	156,846	659,459	2,685,016	35,400		29,389	2,138
Total,	$3,659,875	1,951,797	5,611,672	15,414,812	1,235,323	6,820	136,970	4,942
1851	512,906	175,484	688,390	3,336,385	80,571		49,216	2,964
1852	565,138	39,360	604,498	4,225,041	550		52,768	7,730
1853	503,856	63,542	567,398	3,581,726	45,727		50,461	6,309
1854	567,193	69,219	636,412	5,378,321	29,721		45,812	585
1855	714,119	198,144	912,263	5,457,378	65,424		80,729	4,742
1856	691,998	75,631	767,629	7,005,911	30,700		68,255	9,482

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Bombay, a seaport on the western coast of British India, lat. 18° 56′ N., and long. 72° 57′ E. It is situated at the south-easterly extremity of a small island, of same name, separated from the main land by an arm of the sea, forming, with the contiguous islands of Colabah, Salsette, Butchers', and Curaigah, one of the best harbors in India. The entrance is nearly three miles wide, and has a depth of from 35 to 40 feet.

Madras, the second British India presidency, and principal port on the western coast of the bay of Bengal. It is without port or harbor, lying close to an open roadstead, and the shore having a constant surf. A rapid current runs along the coast, and typhoons are common. Large ships anchor about two miles from shore, in the roads, in from 40 to 60 feet of water, and lighters are used to load and unload freight.

Singapore, a British settlement, on an island of same name, at the eastern extremity of Malacca, lat. 1° 17′ 22″ N., long. 103° 51′ 45″ E.

CAPE OF GOOD HOPE,

An important colony of Great Britain, occupying the south part of the peninsula of Africa, between latitude 29° 41′ and 34° 51′ S., and longitude 17° 10′ and 27° 32′ E.; bounded on the south and east by the Indian Ocean, and on the west by the Atlantic Ocean, on the north by the countries of the Namaquas, Griquas, and other Hottentot tribes, and on the north-east by British Kafraria. Length, west to east (Cape peninsula to Keiskamma river), 550 miles; average breadth, 250 miles. Area, estimated at 110,000 square miles. Population in 1850, 261,436, mostly Africans, Dutch, negroes, and a small number of Hottentots. The country is formed of a series of territories rising in successive stages from south to north. Bays, Helena, Table, False (the west part of which forms Simon's bay), St. Sebastian, Mossel, Plettenberg, and Algoa. Streams are numerous, but rapid, mostly dry in summer, and unfit for navigation; the chief are, on the east and south coast, Keiskamma, Great Fish, Bushman, Sunday, Camtoos, and Breede; on the west, Berg and Elephant, or Oliphant; and on the north, several small streams tributary to the Orange. The climate is mild and healthy, but very dry; rains irregular, often falling in torrents on the coast, but rare in the plains of the interior.

The commerce of the colony is extensive; the ports are Cape Town and Simon's Town, in the west, and fort Elizabeth in the east. Total value of exports in 1844, £350,735, of which £246,217 were to the United Kingdom. Imports same year, £1,123,061. In 1845, 35 ships (3,713 tons) and 307 men belonged to the colony; and in 1847, 791 ships (209,426 tons) entered, and 782 ships (205,618 tons) cleared from its ports. The colony consists of an east and a west province, and these are divided into 14 districts; viz., Cape Division and Stellenbosch, in the south-west; Zwellendam, George, Uitenhage, and Albany, on the south coast; Clanwilliam on the north-west; Worcester and Beaufort, Graaf Reynet, and Somerset, in the interior; Colesberg, on the north-east; Cradock and Victoria, on the east. The capitals have the same names as the districts, except Graham's Town, which is the capital of Albany, and Fredericsburg, of Victoria district. Stellenbosch is the chief wine, and Zwellendam, the principal corn-growing district; the others are mostly appropriated to grazing. Government is administered by a Parliament, composed of the governor, legislative council, of 16 members, and a House of Assembly of 46 members, elected for a term of five years. (Salary of governor and commander-in-chief, £5,000.) The Dutch founded a colony at the Cape, in 1648, which was taken by the British in 1795. European grains, and the fruits of temperate and tropical regions, have been successfully introduced. Corn is raised more than requisite for consumption, and the cultivation of the vine is an important source of wealth; a good white wine is produced in the interior, but only the small vineyard at the foot of Table Mountain produces the celebrated *liqueur* called *Constantia*. Cattle-rearing is the chief branch of rural industry; and the introduction of the Merino sheep has rendered the rural trade of the colony important. The value of produce of the colony exported in 1840 amounted to £359,517. The coasts abound with mackerel and herrings, and in 1842 the whale and seal fishing employed 144 boats.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE CAPE OF GOOD HOPE AND BRITISH SOUTH AMERICAN POSSESSIONS,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821								
1822	$6,150		$6,150	$63,875		$3,500	138	
1823							300	
1824								
1825								
1826	21,154	$6,433	27,587	46,559			432	
1827				5,186			425	
1828								
1829								
1830								
Total,	$27,304	6,433	33,737	115,620		3,500	1,295	
1831								
1832								
1833	7,562		7,562	13,700			207	
1834		2,521	2,521				1,500	
1835	60,565		60,565	41,750			716	
1836	86,218	4,517	90,735	28,735			1,550	139
1837	28,898		28,898	93,799			455	
1838	22,718		22,718	12,034			1,064	
1839	88,879	5,020	93,399	43,059	$5,020		2,278	
1840	35,816	197	36,013	32,324		756	650	160
Total,	$330,156	12,255	342,411	265,401	5,020	756	8,420	299
1841	51,324		51,324	17,155			958	152
1842				23,815		919		
1843*	30,055		30,055	31,192			406	
1844	82,938		82,938	29,166			1,689	
1845	33,743		33,743	26,439	4,000		498	
1846	23,713		23,713	81,686			2,296	
1847	106,172		106,172	36,041			2,287	
1848	100,338	19,939	120,277	60,431	15,589		1,670	
1849	94,422		94,422	71,298			2,728	
1850	143,219		143,219	72,206			1,912	
Total,	$665,924	19,939	685,863	449,429	19,589	919	14,444	152
1851	161,891		161,891	123,223		1,300	2,501	827
1852	224,236	1,718	225,954	190,790			4,343	612
1853	367,231	3,141	370,372	302,303		37,109	4,705	983
1854	292,628	7,330	299,958	448,903			8,869	881
1855	443,475	8,837	452,312	418,538			5,656	664
1856	396,780	21,471	418,251	483,594		11,531	7,078	202

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Cape Town, the capital of the British territory in South Africa, at the bottom of Table bay, about 32 miles north from the Cape of Good Hope, and on the western side of the territory to which it gives its name, lat. 33° 55′ 56″ S., long. 18° 21′ E. The town was founded by the Dutch in 1650, and remained, with the territory subject to it, in their possession, till it was taken by the British in 1795. It was restored to the Dutch by the treaty of Amiens; but being again captured by the British in 1806, it was finally ceded to them in 1815. Table bay is capable of containing any number of ships; but it is exposed to the westerly winds, which, during the months of June, July, and August, throw in a heavy swell, that has been productive of many distressing accidents. This, in fact, is the great drawback upon Cape Town, which in all other respects is most admirably fitted for a commercial station.

Saldanha bay, lat. 33° 6′ S., long. 17° 58′ 15″, 50 miles north of Cape Town.

AUSTRALIA, OR NEW HOLLAND,

The largest island on the globe, is situated in the southern hemisphere; and, as described by writers generally, forms the main land around which are clustered those groups of islands which, in modern geography, constitute the fifth great division of the earth's surface. Wilson Promontory, its most southern angle, is in latitude 39° 11′ S., and Cape York, its northernmost headland, in latitude 10° 43′ S. Its greatest breadth, from north to south, is thus 1,708 geographical miles, or 1,965 statute miles. Cape Byron, the eastern limit, is in longitude 153° 37′ E., and Cape Inscription, in 112° 55′ E., forms its westernmost point; making the extreme length of the island from east to west about 2,603 British miles, by an average breadth of 1,200 miles—a tract of land well entitled to be called a continent, by which name it is frequently designated by geographers. Its superficies approximates to 2,690,810 square miles. That of the continent of Europe being 3,684,841 square miles we can form some idea of its extent by comparison.

The nomenclature and geographical subdivisions of this island-continent have undergone many alterations from time to time, as the territory has become colonized. Before any settlement had been effected by the British government upon its shores, the entire island was designated New Holland, not only by the Dutch—from whom it received its name—but on our own charts and maps. The east coast, first discovered and explored by Captain Cook, in 1770, was named by him New South Wales, The middle portion of the north coast bore the name of Arnhem Land, after the ship of its discoverer, Zeachen, in 1618. The west and southwest coasts were named in like manner by their discoverers, the Dutch navigators, in the seventeenth century, De Witt's Land, Endraght's Land, Edel's Land, Leeuwin's Land, and Nuyt's Land. That of Van Diemen's Land was given by Tasman to what he supposed was the southern peninsula of New Holland, but which was afterward discovered by Bass to be an island.

Since this great territory has become the undisputed possession of Britain, other names, with the exception just mentioned, have, according to the law of nations, been substituted for the old Dutch titles. New South Wales is only applied now to about one half the east coast territory. The name of the entire island also is changed from New Holland to the more appropriate designation of Australia, by which it is now universally recognized and described. The subdivisions South, North, and Western Australia would be equally proper if their boundaries were defined according to the ordinary rules of geographical dissection. But while the first section, South Australia, is only the middle portion of the south coast, trending inland to the central region; and the second, North Australia, embraces all to the north of New South Wales; the third section, Western Australia, nearly bisects the island, leaving a small tract of land between it and South Australia, with no name at all A better division would be to draw a line right across from east to west in latitude 26° S.; thus bisecting the island near its intertropical parallel; for although this line would be 3½ degrees south of the tropic of Capricorn, still the influence of the tropical rains and winds ascend even higher than this parallel.

FOREIGN COMMERCE OF THE UNITED STATES WITH AUSTRALIA,

From October 1, 1837, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1838	$33,546	$816	$34,362	$30,538			620	
1839	6,790		6,790	58,344			1,053	
1840	84,847	6,022	90,869	122,141			1,368	
Total,	$125,183	6,838	132,021	211,023			3,041	
1841	63,784	112,557	176,341	86,706	$101,621	$37,125		
1842	52,651		52,651	28,693			1,787	
1843*	57,805	11,232	69,037	44,910	6,720		590	
1844	29,667		29,667	122			415	
1845	69,521	790	70,311					
1846	48,783		48,783					
1847	33,289		33,289					
1848								
1849								
1850								
Total,	$355,500	124,579	480,079	160,431	108,341	37,125	2,792	
1851								
1852	196,554	11,713	208,267				9,318	17,016
1853	4,148,828	138,174	4,287,002		7,498		56,944	13,034
1854	2,999,635	149,444	3,149,079	214,202		197,581	39,421	4,989
1855	2,703,043	320,506	3,023,549	223,593			43,858	2,479
1856	4,909,925	125,047	5,034,972	134,452	8,112	10,960	42,865	4,722

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Melbourne, the capital of the British colony of Victoria, Australia, on the Yarra-Yarra, near its mouth in Port Philip, lat. 37° 48′ 6″ S., long. 144° 57′ 7″ E. Population in 1850, 20,000. It was founded in 1837, and now extends for two miles, with a breadth of one mile, along the river, which is navigable to the town for vessels of 200 tons. It is the chief seat of the trade of Victoria, though large ships arriving at its port are obliged to lie opposite Williamstown, about four miles distant. Site low, and frequently flooded. Streets regular; houses chiefly of brick, many of the public buildings of stone, and, altogether, it has the aspect of an English country town. Value of exports from Victoria, mostly from Melbourne and Geelong, in 1849, £737,067, of which £574,594 stood for wool; imports, £479,831. Melbourne communicates daily by steamers with Geelong on the west side of the bay, and at stated periods with Sydney, Launceston, and Hobart Town, in Tasmania (Van Dieman's Land). Around it are many thriving farms and country residences of its more wealthy inhabitants.—*Melbourne island*, Pacific ocean, forms, with Bedford and Minto islands, a group of the Dangerous Archipelago, and was discovered by Lord E. Russell in 1837.

Adelaide, a city of South Australia, seven miles S.E. from its port, on an inlet, and on the E. of the Gulf of St. Vincent. Lat. 34° 57′ S.; long. 138° 38′ E. The inlet of the sea forming the harbor, opposite the entrance to which a light-vessel is moored, stretches from the gulf, from which it is separated by a narrow neck of land, for about 8 miles southward, surrounding Torrens island. At its entrance is a sand-bar, with 8 feet of water at ebb, and 16 feet at flood tide.

Sydney, capital of New South Wales, in lat. 33° 55′ S., long. 150° 10′ E. Sydney is situated on a cove on the south side of Port Jackson, about seven miles from its mouth. The water is sufficient to allow the largest ships to come close to the shore. The inlet or harbor, called Port Jackson, is one of the finest natural basins in the world; it stretches about 15 miles into the country, and has numerous creeks and bays. The anchorage is everywhere good, and ships are protected from all winds.

HONDURAS,

Republic of Central America, latitude 13° to 16° N., longitude 85° 40′ to 89° 5′ W. Bounded N. and E. by the Caribbean sea and Mosquita; W. by Guatemala; S. by Salvador, and the Bay of Conchagua, on the Pacific; S.E. by Mosquita and Nicaragua. Area, 64,680 geographical square miles, and is divided in 7 departments, viz.:

DEPARTMENTS.	Population.	DEPARTMENTS.	Population.
Comayagua, . . .	85,000	Tejucigalpa, . . .	45,000
Cholutaca, . . .	38,000	Olancho, . . .	45,000
Gracias, . . .	79,000	Santa Barbara, . .	35,000
Yoro, ...	31,000		
Total, ...			308,000

Of the vegetable productions of Honduras, the mahogany-tree stands first in importance, and, from its vast size and magnificent foliage, is deservedly entitled, "king of the forest." It is to be found in nearly all parts of Honduras, in the valleys of the various streams. It is, however, most abundant upon the lower valleys of the rivers flowing into the Bay of Honduras, where the *cortes* (cuttings) are chiefly carried on by the Spaniards. A fixed sum is paid to the government for each tree cut down. Rosewood is common on the northern coast, where it is beginning to form an article of commerce. Lignumvitæ abounds in the valley of the Ulua, on the river banks in the plain of Comayagua, and in other parts. Among the numerous dyewoods, for which Honduras is celebrated, may be mentioned fustic, Brazil wood, yellow sanders, dragon's-blood-tree, Nicaragua wood (a variety of Brazil wood), and the anotta. Among the gum and medicinal-trees, are the gum-arabic-tree, copaiba-tree, copal-tree, liquid amber, castor-oil, ipecacuanha, and the *Hevea elastica*. Among the more common of the others, are the long-leaved or pitch-pine, cedar, *ceiba* or silk-cotton-tree, live-oak, mangrove, iron-wood, calabash, various kinds of oak and palm, lime, lemon, orange, cocoa, pimento, citron, tamarind, and guava. Sarsaparilla is obtained in great abundance, and of superior quality. The sugar-cane grows luxuriantly on the plains and among the mountains, at elevations of 3,000 to 4,000 feet. Coffee, indigo, tobacco, maize, wheat, rice, and potatoes, are also grown.

The rivers of Honduras are numerous, and some of them of great size. The principal are the Chamelicon, Ulua, Aguan or Roman, Tinto or Black river, Patuca, and Wanks or Segovia, flowing into the Atlantic; and the Choluteca, Nacaome, and Goascoran, flowing into the Bay of Fonseca. The Chamelicon rises in the mountains of Merendon, and pursues a generally N.E. course to the Atlantic. It is of great length and rapid, but as it drains only a small section of country, its body of water is small. The Ulua, on the other hand, drains a vast expanse of territory, comprehending nearly one third of the entire State, and is the largest river in Central America, the Wanks perhaps, excepted. The principal tributaries are the Santiago, Santa Barbara, Blanco, Humuya, and Sulaco. It has a bar at the mouth with only 9 feet of water, but steamers of light draught may ascend to the mouth of the Cumuya. The Rio Aguan or Roman river, is a large stream rising in the mountains of Sulaco, and falling into the sea a little to the east of Truxillo, after a course of about 120 miles.

FOREIGN COMMERCE OF THE UNITED STATES WITH HONDURAS, CAMPEACHY, ETC.,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	For.	Amer.
1821	$99,895	$106,830	$206,725	$216,075		$80,590	6,009	303
1822	123,115	127,943	251,058			137,664	5,447	479
1823	211,383	100,052	311,435	281,835		86,169	7,570	587
1824	157,060	194,365	351,425	217,097	$6,000	51,047	5,290	1,280
1825	57,286	23,543	80,829	243,446	5,560	27,031	1,201	
1826				88,183		17,428		
1827	13,261	1,573	14,834	17,947		6,575		
1828	5,950	2,371	8,321	1,760		600		
1829	12,693	8,229	20,922	64,847		46,117		
1830	25,132	5,432	30,564			1,472	1,042	
Total,	$705,775	570,338	1,276,113	1,131,140	11,560	454,693	26,559	2,649
1831	46,233	13,732	59,965	44,463		20,503	1,449	223
1832	65,459	17,397	82,856	84,162		19,101	2,677	97
1833	70,522	28,724	99,246	101,615		58,812	1,527	
1834	56,072	89,376	95,448	149,599		43,529	4,041	807
1835	134,703	37,561	172,264	174,960		71,780	11,007	665
1836	109,823	36,015	145,838	215,392		39,797	4,236	1,813
1837	99,694	12,158	111,852	202,624		79,187	5,085	2,158
1838	89,896	19,300	109,196	201,448		114,902	2,406	1,505
1839	181,861	29,339	211,200	164,027		76,421	6,434	2,551
1840	132,095	58,871	190,466	158,353		111,114	5,048	1,768
Total,	$986,358	291,973	1,278,331	1,446,643		630,096	43,910	11,527
1841	141,864	51,382	193,246	232,244		137,783	6,409	1,010
1842	127,339	36,648	163,987	202,868	1,600	98,607	5,679	
1843*	92,278	16,304	108,582	136,688		74,603	7,425	708
1844	197,495	41,524	239,019	248,343	11,920	104,139	7,914	807
1845	188,494	51,421	239,915	204,818	7,599	74,577	8,869	663
1846	325,494	64,538	390,032	207,997	2,072	80,458	9,620	607
1847	261,398	40,519	301,917	197,232		91,432	5,946	507
1848	249,648	44,181	293,829	185,684		105,429	5,486	1,838
1849	191,347	34,620	225,967	262,417		109,005	5,215	898
1850	171 984	16,551	188,535	178,690	5,090	46,741	4,225	1,952
Total,	$1,947,341	397,688	2,345,029	2,056,981	28,191	922,777	61,788	8,490
1851	218,806	23,362	237,168	174,526	15,610	15,692	8,933	5,125
1852	292,813	69,259	362,072	261,646	17,437	38,294	5,020	2,440
1853	318,355	63,005	381,360	268,298	8,000	22,837	5,111	3,320
1854	263,913	58,728	262,641	288,954	17,000	48,220	4,189	3,537
1855	471,483	51,526	522,959	339,974	4,995		5,382	4,562
1856	350,000	83,739	883,739	332,117	2,000	111,828	4,933	2,756

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

The principal ports of Honduras on the Atlantic are Puerto Caballo, Omoa, and Truxillo. Puerto Caballo, the first port established by the Spaniards on the northern coast, is in lat. 15° 49′ N., long. 87° 57′ W. Cortez, in his expedition into Honduras, founded a settlement here for the purpose of making it the grand entrepôt of New Spain. For upward of two centuries it was the principal establishment on the coast; but during the time of the buccaneers it was removed to Omoa, because of the large size of the bay, which could not be properly defended. This bay is not less than nine miles in circumference, of ample depth—two thirds of it being from six to twelve fathoms—and has secure holding-ground. It is perfectly protected from the N.N.E. and N.W. winds, which are those that prevail on this coast.

The port of Omoa, in lat. 15° 47′ N., long. 88° 3′ W., is small but secure, and is defended by a strong fort. The anchorage is good, in from two to six fathoms.

Truxillo is situated on the western shore of a noble bay, in lat. 15° 55′ N., long. 86° W. Population in 1842, 2,500: 1,000 whites and Ladinos and 1,500 Caribs.

BRITISH GUIANA.

British Guiana, the most westerly of the three colonies, is bounded on the E. and N.E. by the Atlantic, E. by Dutch Guiana, from which it is separated by the river Corentyn, S. by Brazil, and W. by Venezuela. It lies between 0° 40′ and 8° 40′ N. latitude, and 57° 61′ W. longitude, and has an estimated area of 76,000 square miles; but the possession of much of this has been disputed by Brazil and Venezuela. It is divided into three counties, Demerara, Essequibo, and Berbice, so named from the three principal rivers which drain them. Demerara, situated between the other two, occupies the center of the seaboard for nearly 90 miles. To the N.W., the county of Essequibo stretches along the coast toward the swamps and forests of the western frontier; and to the S. E. lies the county of Berbice.

The entire coast of British Guiana is low, and generally bordered with a sandy flat, extending far out to sea, so that vessels drawing more than 12 feet of water can not approach within 2 or 3 miles of land. The rivers, too, deposit at their mouths large quantities of mud and sand, and are thus inaccessible to vessels of large size. Extending from low water-mark to a distance of 5 or 6 miles, is a tract of rich alluvial soil of recent formation. This is succeeded by a flat narrow reef of sand running exactly parallel with the present line of coast. Here remains of stranded vessels, and anchors eaten through with rust, have been found, indicating, that within a comparatively recent period, it had been washed by the waves of the Atlantic. Running parallel to this reef, at irregular distances, varying from 10 to 20 miles, is a second and higher range, composed of coarse white sand; and which, at a period more remote, probably formed the sea limit.

The principal river of British Guiana is the Essequibo, which rises in Sierra Acarai, and after a course of at least 600 miles, discharges itself into the ocean by an estuary 20 miles in width, in N. latitude 7°, W. longitude 58° 40′. In the estuary of the Essequibo are a group of beautiful islands, partially cultivated, the principal of which are Varken, or Hog Island, about 21 miles in length, by 3 in breadth; Wakenaam and Leguan, each about 12 miles by 3, and Tiger Island about half that size. The entrance is difficult and dangerous, even for vessels of small size, on account of the banks of mud and sand. Its course lies through forests of the most gigantic vegetation.

The staple productions of the colony are sugar, coffee, and cotton. From an official table of the exports of British Guiana, from 1826 to 1851, we find that in 1827, 15,904 bales of cotton were exported; but from that period this cultivation gradually gave place to sugar, and in 1844 ceases to appear in the table as an article of export. Since 1851, however, it seems to have received more attention, for among the exports from British Guiana into the United Kingdom in 1854, we find 1093 cwt. of cotton. Coffee, from upward of 9,500,000 lbs. in 1830, gradually fell off to only 3,198 lbs. in 1851. As to sugar, making a due allowance for the difference of seasons, the quantity exported remained pretty steady from 1826 to 1837, the year preceding the termination of the apprenticeships, averaging about 66,000 hogsheads. In 1851 there were exported 43,034 hogsheads.

FOREIGN COMMERCE OF THE UNITED STATES WITH BRITISH GUIANA,

From October 1, 1833, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1834	$105,214		$105,214	$31,424		$460		
1835	64,243		64,243	5,595		193	3,933	530
1836	105,075		105,075	92,019		1,110	5,611	749
1837	42,885		42,885	6,244		5,033	4,113	493
1838	145,532	$522	146,054	36,043		21,200	6,992	1,763
1839	34,906	218	35,124	14,215		3,715	4,892	278
1840	118,896	538	119,434	10,973		10,100	6,849	1,223
Total,	$616,751	1,278	618,029	196,513		41,811	31,290	5,046
1841	331,332	1,269	332,601	18,228		10,767	8,827	1,613
1842	115,991	2,462	118,453	15,004		12,205	5,334	3,945
1843*	116,145	695	116,840	43,042		41,316	6,145	2,094
1844	307,052	2,184	309,236	9,385		7,503	10,470	2,868
1845	416,867	1,881	418,748	7,957	2,800	4,900	12,825	2,801
1846	551,668	1,634	553,302	12,561		1,475	17,701	3,564
1847	621,903	1,816	623,719	19,125		13,025	13,492	1,843
1848	595,114	1,365	596,479	24,254		12,208	16,141	1,225
1849	662,315	3,759	666,074	25,520		4,679	15,054	1,578
1850	502,776	22,663	525,439	14,591	20,000	500	11,642	2,537
Total,	$4,271,163	39,728	4,310,891	189,667	22,800	108,578	117,131	24,068
1851	540,554	3,734	544,288	44,213		24,324	12,001	4,220
1852	742,286	18,381	760,667	43,943	54,770	28,000	12,123	3,712
1853	798,841	38,863	837,704	64,533	32,500		14,426	3,181
1854	718,096	1,153	719,249	47,489		1,974	12,131	3,161
1855	824,119	813	824,932	107,180		58,447	13,511	1,932
1856	871,766	3,497	875,263	151,574		2,000	13,571	3,928

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Georgetown (formerly Stabröek), the capital of British Guiana, is situated on the east bank of the Demerara, at its mouth, which is there about three miles wide, in lat. 6° 49′ 30″ N., long. 58° 11′ 30″ W. The town itself is one of the prettiest in the West Indies, and its streets are wide and straight, intersecting each other at right angles. The houses are of wood, with open verandahs in front, and neatly painted in cool and quiet colors; they are shaded and almost hidden by trees and shrubs, and look more like a collection of villas than a town. The street along the river side—where all the stores and shops are situated, and where business is chiefly transacted—forms, however, an exception; there every thing is plain, bare, and business-like. The ships lie alongside the wharves or at a short distance in the stream, which is also crowded with numerous smaller vessels engaged in the island trade, or in bringing produce from the more distant estates. The hall of the legislative council, courts of justice, custom-house, treasury, and all the other public offices, are in one building of considerable extent and architectural beauty, with shady porticoes and marble-paved galleries or verandahs supported on cast-iron columns. The chief of the other public edifices are the cathedral and churches, several liberally-maintained hospitals, barracks, market-place, and ice-house. Below the town is the "Fort," as it is called, but which looks more like a green field, with a few guns pointing toward the sea, and a house or two for a single officer and a dozen artillerymen. Population in 1851, 25,508.

The following table will show the comparative importance of the trade of the three Guianas with the United States during the year ending June 30, 1856:

	Entered into U. S.		Cleared from U. S.	
	Vessels.	Tons.	Vessels.	Tons.
British Guiana, . .	9	1,246	23	3,328
Dutch " . . .	4	702	3	665
French " . . .	1	192	..	..

JAMAICA.

Jamaica is the largest of the British islands. It lies 90 miles west of Santo Domingo, the same distance south of Cuba, and 135 miles north of Carthagena, in Nueva Grenada. Its length is about 150 miles, and its breadth 55 miles, with an area of some 6,250 square miles. Capital, Kingston. The total population of the island is about 388,000.

West Indies.—1. Jamaica; 2. Windward Islands, including Barbadoes, St. Vincent, Grenada, Tobago, St. Lucia, and Trinidad; 3. Leeward Islands, including Antigua, St. Kitt's Anguilla, Montserrat, Nevis, Dominica, and Virgin Islands; 4. Bahamas; 5. Bermudas; 6. British Guiana; 7. Honduras; 8. Falkland Islands. Aggregate population, 980,535; area, 167,384 square miles.

From papers recently laid before the British Parliament, it appears that since the emancipation of the slaves, more than 600 estates in the island have been abandoned. These once gave employment to 50,000 laborers. The number of estates abandoned, or partially abandoned from January, 1852, to January, 1853, was as follows:

	Sugar Estates.	Coffee Estates.	Pens or Country Seats.	Total acres.
Abandoned . .	128	96	30	
Partially abandoned, .	71	66	22	
Total, . .	199	162	52	391,187.

The language of the late Governor-general, Sir Charles Gray, on the condition of this island, is instructive: "The fertility of its soil, and fitness for both tillage and pasturage, the richness and variety of its vegetable products, the alternation of mountain and valley, the numerous hot springs and medical waters, the known existence of various and valuable minerals, the timber and ornamental woods of its forests, the abundance and variety of fish on its coasts and neighboring reefs, indicate peculiar facilities for the promotion of the future welfare and prosperity of its inhabitants, and warrant the hope that, low as it has now fallen, it will not be permitted to relapse into utter barbarism." Every thing, however, indicates that such must be the fate of this beautiful and fertile island, unless its social elements be speedily changed. The process of its downfall is being accelerated year by year.

Bahama, or *Lucayas*, a chain of islands stretching in a north-westerly direction from the north coast of St. Domingo, to that of East Florida, and lying between latitude 21° and 27° 30′ N., and longitude 70° 30′ and 79° 5′ W. The group is composed of about twenty inhabited islands, and an immense number of islets and rocks. The principal islands in this group are New Providence, containing the capital, Nassau; Harbor Island, Abaco, Eleuthera, Heneagua or Inagua, Mayaguana, St. Salvador, Andros Island, Great Bahama, Ragged Island, Rum Cay, Exuma, Long Island, Crooked Island, Long Cay, Watling's Island, the Caicos, the Turks, and the Barry Islands.

Most of these islands are situated on those remarkable flats called the Great and Little Bahama Banks, and some out of soundings in the ocean.

The Great Bahama Bank is about 300 miles in length from north-west to south-east, and 100 in breadth; and the Little Bahama is about 130 miles long.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE BRITISH WEST INDIES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$264,632	$470	$265,102	$927,346		$801,139	24,083	
1822	449,601	2,540	452,141	335,537	$2,200	174,862	28,720	
1823	1,617,845	10,122	1,627,967	1,844,931	7,319	520,730	68,250	8,654
1824	1,759,703	20,305	1,771,008	2,758,067	12,150	828,199	91,637	7,567
1825	1,635,574	11,472	1,647,046	2,437,122	480	638,210	93,967	6,807
1826	2,078,871	31,931	2,110,802	2,204,412	7,848	618,559	99,732	8,120
1827	683,105	7,470	690,575	895,207		313,386	26,796	7,753
1828	26,149	2,706	28,855	123,291	2,655	34,851	7,974	
1829	1,463	5,058	6,521	240,224	4,878	79,490	5,418	
1830	140	1,761	1,901	168,579	1,761	66,736	2,395	
Total,	$8,508,083	93,835	8,601,918	11,934,716	39,291	4,076,162	447,072	38,901
1831	1,417,291	23,962	1,441,253	1,303,301	1,660	429,416	40,922	17,903
1832	1,655,448	33,828	1,689,276	1,422,237	10,879	411,824	66,769	19,357
1833	1,754,305	59,760	1,814,065	1,358,239	4,215	380,491	64,659	21,775
1834	1,532,100	64,439	1,596,539	1,163,509	8,306	432,884	51,329	18,288
1835	1,755,487	82,840	1,838,327	1,151,347	7,740	408,972	59,544	15,184
1836	1,748,855	97,631	1,846,486	1,285,287	12,062	200,226	56,295	16,276
1837	2,074,798	43,866	2,118,664	1,451,302	5,850	661,045	63,687	16,088
1838	2,086,634	120,218	2,206,852	1,635,848	81,947	1,256,795	56,769	11,245
1839	2,472,833	90,642	2,563,475	941,699	80,731	273,295	76,749	11,258
1840	2,907,584	58,000	2,965,584	1,048,165	5,350	552,001	78,224	13,864
Total,	$19,399,335	675,186	20,074,521	12,760,934	218,740	5,001,479	614,947	160,688
1841	3,191,683	40,311	3,231,994	855,122	5,181	271,306	91,587	18,692
1842	3,204,346	23,367	3,227,713	826,481	2,816	394,390	86,691	16,670
1843*	2,332,809	25,671	2,357,980	837,386	1,780	647,407	75,962	14,385
1844	4,114,218	21,828	4,136,046	687,906	1,412	345,294	123,501	26,854
1845	4,087,500	36,720	4,124,220	752,580	22,345	249,740	129,504	28,122
1846	4,915,083	32,474	4,947,557	833,678	4,000	382,881	124,135	23,342
1847	3,973,252	20,140	3,993,392	947,932		474,167	91,900	21,172
1848	4,344,536	40,347	4,384,883	1,158,563	78,633	408,254	114,848	24,416
1849	3,935,834	203,097	4,138,931	997,865	212,884	229,204	101,704	84,147
1850	3,612,802	178,644	3,791,446	1,126,968	119,911	289,182	93,883	39,071
Total,	$37,711,563	622,599	38,334,162	9,024,931	448,962	3,641,825	1,033,715	246,814
1851	3,943,560	159,949	4,103,509	1,003,871	594,803	76,575	88,534	42,437
1853	3,512,133	79,956	3,592,089	1,030,537	62,502	96,161	99,476	38,097
1853	4,056,527	106,081	4,162,608	1,044,264	2,300	58,382	101,808	45,424
1854	4,756,898	153,277	4,909,675	1,126,417	252,156	56,740	97,389	39,678
1855	4,788,151	232,992	5,021,143	1,518,670	166,300	96,781	92,030	32,292
1856	4,433,008	51,644	4,484,652	2,285,248	34,000	46,534	81,139	29,480

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL ISLANDS.

Bermudas, or Somers's Islands, a cluster of small islands in the Atlantic Ocean, about four hundred in number, but for the greater part so small and barren that they possess neither inhabitants nor name. The north part of these islands is situated in long. 62° 28′ W., lat. 32° 34′ N. Their discovery resulted from the shipwreck of Juan Bermudas, a Spaniard (whose name they now bear), when on a voyage from Old Spain to Cuba with a cargo of hogs, about the year 1522. The value of imports in 1849 amounted to £132,733; in 1850, to £130,501; of these the larger proportion was from the United States. The exports for 1849 amounted to £15,315; for 1850, to £19,960. The population in October, 1843, was 9,934; on the 1st January, 1851, 11,092—consisting of 4,669 whites; males, 1,965, females, 2,704. The colored population amounted to 6,423; males, 2,832, females, 3,591. The increase of white population since 1843, has been at the rate of one eighth per annum; the increase of the colored population at two eighths. The disproportion between males and females among the whites, is attributed to the increasing emigration of the young men.

CANADA.

This extensive tract of country, and most important colony of England, may be described as a great belt of territory stretching from the center of North America to the shores of Labrador, and from the waters which flow into the Northern Ocean to the parallel of Pennsylvania, in the United States. Its extent, from east to west, is computed at about 1,400 miles, and from north to south at from 200 to 400 miles. Its precise geographical limits are between the parallels of 41° 71′ and 50° N. latitude, and between the meridian of 57° 50′ and 117° W. longitude. Canada, lying diagonally along the frontier of the United States, from north-east to south-west, and possessing an inland navigation along its entire border, in a series of lakes and rivers unrivaled for extent and grandeur, has, especially of late years, been making such rapid progress, that it promises soon to become, in conjunction with its sister British provinces, a power of first-class importance, commercially and politically. The entire surface of the present territory of Canada, exclusive of its great waters, has been estimated at 196,000,000 acres, or between two and three times the size of Great Britain and Ireland. This country, formerly divided into two provinces known as Upper and Lower Canada, was, in 1841, by an act of the Imperial Parliament, constituted one province, with one Legislature. Although now united, however, for legislative and other purposes, the country will most probably continue to be viewed and spoken of under its formerly recognized divisions of Upper and Lower Canada.

Canada may be said to comprise one vast valley, through which the great river St. Lawrence takes its course, issuing from Lake Superior and flowing successively through lakes Huron, Erie, and Ontario, until it falls into the ocean, after a course of 2,000 miles. This immense valley is on each side encompassed by different mountain ranges, sometimes nearly approaching the water, and at other times receding into the interior, and thus forming extensive plains, for the most part alluvial, and suitable for nearly evesy description of produce.

TOWNS.	1853.	IMPORTS. 1854.	1855.
Quebec, . . .	£1,141,595	£1,754,320	£732,556
Montreal, . . .	3,381,540	3,816,082	3,064,061
Toronto, . . .	1,165,056	1,362,706	1,401,454
		EXPORTS.	
Quebec, . . .	£2,243,453	£2,511,767	£1,558,702
Montreal, . . .	1,883,723	572,514	475,650
Toronto, . . .	221,490	273,040	404,105
		DUTIES COLLECTED.	
Quebec, . . .	£128,454	£179,139	£74,307
Montreal, . . .	449,102	478,603	310,219
Toronto, . . .	156,033	172,576	152,586

The Canadian pound is equal to four dollars United States currency; the shillings being equal to twenty cents. Formerly, all the importations into Canada were made via Quebec, but the opening of the Atlantic and St. Lawrence Railroad, between Portland and Montreal, has developed a large and increasing import and export trade with Montreal direct.

FOREIGN COMMERCE OF THE UNITED STATES WITH CANADA,*

From July 1, 1848, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1849	$2,320,327	$1,914,401	$4,234,728	$1,481,082	$181,500	$417,880	890,204	563,910
1850	4,641,451	1,289,370	5,930,821	4,285,470		426,869	919,515	456,527
Total,	6,961,778	3,203,771	10,165,549	5,766,552	181,500	843,749	1,809,719	1,020,437
1851	5,835,834	2,093,306	7,929,140	4,956,471	234,801	1,268,727	927,013	516,883
1852	4,004,963	2,712,097	6,717,064	4,589,969	166,850	583,959	765,945	589,345
1853	4,005,512	3,823,587	7,829,099	5,278,116	517,009	984,219	1,062,086	734,029
1854	10,510,373	6,790,333	17,300,706	6,721,529	444,477	75,000	880,941	648,239
1855	9,950,764	8,769,580	18,720,344	12,182,314			890,017	903,502
1856	15,194,788	5,688,453	20,883,241	17,488,197			1,113,734	1,212,698

* The commerce of Canada prior to 1849 will be found under the head of British American Colonies.

PRINCIPAL PORTS.

Quebec, the capital of Canada, on the north-west bank of the river St. Lawrence, about 340 miles from its mouth, in lat. 46° 48′ 49″ N., long. 71° 10′ 45″ W. The navigation at Quebec closes about the end of November, and opens in April. The harbor or basin lies between the town and the island of Orleans. It is safe and commodious. The water is about 150 feet deep, with a tide of from 17 to 18 feet. There is steam communication to Amherstburg, a remote settlement in Upper Canada, a distance of 1,200 miles.

Montreal, Canada, is built at the south-east end of an island in the St. Lawrence (here about two miles wide), and 180 miles above Quebec, lat. 45° 30′ N., and long. 73° 35′ W. It is the largest city and second commercial port of British America. Railroads connect it with every large city of either Canada or the United States, and being situated at the head of ordinary navigation, and at the foot of the chain of canals, which connect the lakes with the ocean, its commercial advantages are unequaled. Its quays are unsurpassed by those of any city in America. Among its manufactures are machinery, iron-ware, spirits, floor-cloth, carriages, etc. Montreal is also the chief dépôt of the Hudson's Bay Company. In every respect it is a great commercial city, with a large banking business, and with regard to its general conveniences and public institutions, is a highly distinguished place. Its schools, colleges, libraries, and literary institutions are ample, and among its churches there are several of high architectural merit. The Roman Catholic cathedral will accommodate 12,000 worshipers. Population 70,000. The tubular iron bridge now being built over the St. Lawrence will be two miles long, and when completed will be the greatest triumph of engineering in the world.

Summary of the Regulations in force at the different Ports in Canada.—Merchandise shall not be unladen, except after due entry, at places designated for that purpose, under penalty of forfeiture. Merchandise shall not be brought or imported into the province, whether by sea, land, coastwise, or by inland navigation, whether dutiable or not, except into some port or place at which a custom-house is or may be established, under penalty of forfeiture of vessel and goods, if under the value of $1000; if above that sum, then the vessel and goods shall be retained as security for the payment of that amount. This applies, *mutatis mutandis*, to goods brought into the province, by land, in carriages or other vehicles. Other regulations have reference, principally, to frontier smuggling, and to the duties and powers of the officers charged with its prevention. They convey no general commercial information, and are, therefore, omitted. Most of the articles on which a discrimination in favor of importations from Great Britain exists, are embraced in the third article ("schedule") of the Reciprocity Treaty. The foregoing regulations, etc., apply, with some slight modifications, to all the other colonial possessions of Great Britain in North America. They will not, therefore, be again referred to.

BRITISH COLONIES.

North America.—1. Nova Scotia and Cape Breton; 2. New Brunswick; 3. Prince Edward's Island; 4. Vancouver; 5. Newfoundland. Aggregate population, 2,503,666; area, 455,493 square miles.

Province of Nova Scotia, 43° 20′ and 47° 5′ N. latitude, and 59° 38′ and 66° 20′ W. longitude; area, 18,746 square miles; length, about 240 miles, and breadth, 50 to 104 miles.

The Province of Nova Scotia comprises the peninsula of Nova Scotia, the island of Cape Breton, and Sable Island. Capital, Halifax.

The number of vessels owned and registered in Nova Scotia on the 31st December, 1850, was 2,791, and the aggregate measurement thereof 168,392 tons. The principal exports, the produce, growth, and manufacture of Nova Scotia consist of coals, fish, gypsum, hides, skins, wood and bark, free-stone, etc. The chief imports consist of pork and beef, books and stationery, bread and biscuit, corn, corn-meal, cordage, cotton manufactures, flour, hardware, tobacco, wheat and other grains, and cargoes of assorted merchandise. The quantity of fish and fish-oil exported from Halifax alone in 1851 were as follows: dried fish, 191,802 quintals; mackerel, 96,650 barrels; herrings, 43,559 barrels; alewives, 4,227 barrels; salmon, 340 tierces and 6,412 barrels; preserved fish, 238 boxes; smoked herrings, 3,234 boxes; pickled cod, 78 barrels; and fish oil, 3,493 barrels, and 36,028 gallons. The entrances and values of imports into the same port in 1850 were—1,194 vessels of 176,406 tons, and imports, $4,080,400; viz., from Great Britain and colonies, $2,703,410, and from foreign countries, $1,376,990. The clearances and values of exports from Halifax in the same year were—1,062 vessels of 161,079 tons, and exports, $1,663,615; viz., to Great Britain and colonies, $1,006,655, and to foreign countries, $656,960.

Cape Breton, an island of British America, to the north of Nova Scotia, from which it is separated by the Strait of Canso. It lies between 45° 27′ and 47° 5′ N. latitude, and between 59° 40′ and 61° 40′ W. longitude. It has an area of about 2,500,000 acres, of which about one-third consists of swamps and barren wastes. It is deeply indented in all directions by arms of the sea, the largest of which, the great Bras d'Or, nearly divides the island in two, and being deep enough for the largest vessels, affords the greatest facilities for commerce. The coal mines are wrought in the neighborhood of Sydney, and in 1851 yielded 53,000 chaldrons. In the same year, the consumption of limestone was 4,421 casks. Gypsum is exported, although in very small quantity, to the United States. The fisheries, which employ nearly 1,300 men, consist chiefly of salmon, cod, mackerel, herrings, shad, and white fish, of which large quantities are cured and exported.

Province of New Brunswick, 45° 5′ and 48° 4′ 30″ N. latitude, and 63° 47′ 30″ and 67° 47′ W. longitude; area, 27,704 square miles. Length, N. and S., about 200 miles, and breadth, E. and W., about 180 miles. This province is situated between Canada and Nova Scotia, and abuts on the north-eastern boundary of the United States. Capital, Fredericton.

The following Table includes "Canada" to July 1, 1848. For commerce of Canada from 1848 to 1856, see Canada.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE BRITISH NORTH AMERICAN COLONIES,*

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$2,021,449	$2,812	$2,024,261	$491,628		$89,417	113,097	
1822	1,881,273	16,286	1,897,559	526,817		158,225	90,977	
1823	1,818,113	3,347	1,821,460	463,374		219,749	52,776	12,023
1824	1,773,107	2,617	1,775,724	705,931		298,849	53,951	9,130
1825	2,538,224	1,740	2,539,964	610,788		218,896	61,520	10,139
1826	2,564,165	24,384	2,588,549	650,315	$462,250	221,994	76,191	10,108
1827	2,797,014	33,660	2,830,674	445,118	1,021,291	154,507	60,378	11,145
1828	1,618,288	56,386	1,674,674	447,669	126,772	179,944	63,801	10,658
1829	2,724,104	40,805	2,764,909	577,542	626,253	241,237	93,645	10,569
1830	3,650,031	136,342	3,786,373	650,303	128,321	252,279	117,171	14,267
Total,	$23,385,768	318,379	23,704,147	5,569,485	2,364,887	2,035,088	783,507	88,039
1831	4,026,302	35,446	4,061,838	864,909	25,900	277,197	79,364	94,776
1832	3,569,302	45,083	3,614,385	1,229,526	16,961	542,745	65,056	146,292
1833	4,390,081	81,003	4,471,084	1,793,893	14,704	817,880	219,403	245,779
1834	3,477,709	57,567	3,535,276	1,548,733	400,500	652,253	195,989	323,120
1835	3,900,545	147,343	4,047,888	1,435,168	638,783	197,400	363,532	415,406
1836	2,456,415	194,851	2,651,266	2,427,571	32,288	546,474	291,931	428,191
1837	2,922,474	296,512	3,218,986	2,359,263	160,000	448,602	382,284	440,002
1838	2,484,987	238,504	2,723,491	1,555,570	430,208	450,712	261,286	383,156
1839	3,418,770	144,684	3,563,454	2,155,146	15,300	431,782	385,506	373,772
1840	5,889,215	204,035	6,093,250	2,007,767	11,500	780,171	357,073	401,805
Total,	$36,535,890	1,445,028	37,980,918	17,377,046	1,746,144	5,145,216	2,601,374	3,252,299
1841	6,292,290	364,273	6,656,563	1,968,187	198,100	475,891	404,472	447,936
1842	5,950,143	240,166	6,190,309	1,762,001	59,076	768,069	323,315	417,409
1843†	2,617,005	107,417	2,724,422	857,696	86,334	403,545	202,607	233,092
1844	5,361,186	1,354,717	6,715,903	1,465,715	711,244	445,995	696,865	516,231
1845	4,844,966	1,209,260	6,054,226	2,020,065	489,095	914,461	677,935	512,004
1846	6,042,666	1,368,767	7,406,433	1,937,717	251,900	623,043	863,563	573,673
1847	5,819,667	2,165,876	7,985,543	2,343,927	480,275	863,451	657,595	528,515
1848	6,399,959	1,982,696	8,382,655	3,646,467	555,900	960,148	859,791	831,271
1849	3,611,783	257,760	3,869,543	1,345,798		47,530	122,641	409,377
1850	3,116,849	501,374	3,618,214	1,358,992	33,044	88,593	75,293	521,112
Total,	$50,056,505	9,547,306	59,603,811	18,706,565	2,864,968	5,540,726	4,884,077	4,990,620
1851	3,224,553	861,230	4,085,783	1,736,651	30	44,677	103,235	592,507
1852	2,650,134	1,141,822	3,791,956	1,520,330	112,558	56,895	122,809	544,518
1853	3,398,575	1,912,968	5,311,543	2,272,692	200,521	38,940	266,431	583,465
1854	4,693,771	2,572,383	7,266,154	2,206,021	43,975	68,148	295,781	537,309
1855	5,855,878	3,229,798	9,085,676	2,954,420	64,212	18,413	276,633	493,822
1856	7,519,909	626,199	8,146,108	3,822,224	4,000	33,807	326,647	471,871

* Including Canada to June 30, 1848. † 9 months to June 30.

PRINCIPAL PORTS.

Halifax, in Nova Scotia, on the south-east coast of the province, lat 44° 36′ N., long. 63° 28′ W. It is situated on a peninsula, on the west side of Chebucto bay, and has one of the finest harbors in America. Ships usually anchor abreast of the town, where the harbor is more than a mile in width. After gradually narrowing to a quarter of a mile, it suddenly expands into a noble land-locked harbor called Bedford basin, with deep water throughout. The harbor is accessible at all times, and is rarely impeded by ice.

Saint John, city and seaport of the province of New Brunswick, situated on a rocky peninsula, on the left bank of the river St. John, at its entrance into the bay of Fundy. Lat. of lighthouse on Partridge island, at the entrance of the harbor, 45° 14′ 6″ N., long. 66° 3′ 30″ W. The harbor of St. John is commodious, safe, and never obstructed by ice. On Partridge island is a battery and lighthouse; and on a shoal, dry at low water, is a lighted beacon. The river St. John, at its entrance into the harbor, passes through a fissure in the solid rock.

SIERRA LEONE,

A colonial settlement of West Africa, belonging to Great Britain, and consisting of a peninsula, 18 miles in length, by 12 miles in breadth, on the coast of Senegambia. Latitude of Cape Sierra Leone 8° 30′ N., longitude 13° 18′ W. It consists of a tract of territory along the Sierra Leone river, having an area of about 300 square miles. Population 1850, 45,472.

Principal exports, teak timber, cam-wood, palm oil, ginger, and small quantities of hides, ivory, rice, pepper, and copal. Imports nearly all from Great Britain.

The trade between the United States and the whole of Africa is most insignificant in comparison with that between England and simply the western coast; and it is a fact especially deserving of attention, with reference to Liberia, that for some time past, while the importations from England are increasing, from the United States they are diminishing, particularly cotton goods. It is estimated that there are not less than one hundred ships regularly trading between the British ports and the coast of Africa, while a regular line of steamers plies between England and Liberia and other settlements on the coast. In addition, it is now proposed to send a steamer up the Niger river each season for the encouragement of emigrants, and the protection of traders; to secure a free port at Fernando Po, by a commercial treaty with Spain, or in some other convenient locality, as an entrepôt for British merchant ships; to maintain the African squadron in its former state of efficiency, and to make Sierra Leone a free port. The following tables show the relative importance of British and American trade with Africa:

THE TRADE OF THE UNITED STATES WITH AFRICA DURING THE SEVEN YEARS ENDING JUNE 30, 1855.

	Exports.	Imports.	Total.
1849, . . .	$708,411	$495,742	$1,204,153
1850, . . .	759,266	524,722	1,283,988
1851, . . .	1,340,644	1,163,176	2,503,820
1852, . . .	1,246,141	1,057,657	2,303,798
1853, . . .	1,610,833	1,202,986	2,813,819
1854, . . .	1,804,972	1,386,560	3,191,532
1855, . . .	1,375,905	1,337,527	2,713,432

The following returns to Parliament (as published by the London shipping and Mercantile Gazette), show the increase of exports by Great Britain to the West Coast of Africa, and of imports from the same coast:

	Exports.	Imports.	Total.
1850, . . .	£639,429	£605,958	£1,245,387
1851, . . .	654,543	794,810	1,449,353
1852, . . .	533,725	707,024	1,240,749
1853, . . .	901,402	749,373	1,650,775
1854, . . .	958,809	905,634	1,864,443

This is independent of the British colonies of Sierra Leone, the trade of which amounted in 1854 to $1,421,865, and of the British possessions on the Gold Coast, and the river Gambia, amounting to $1,547,285 more; and of those at the Cape of Good Hope and in South Africa, swelling the amount $8,383,090 more; making in all an aggregate of over $23,000,000 in 1854, for the western coast of Africa entire.

FOREIGN COMMERCE OF THE UNITED STATES WITH OTHER BRITISH COLONIES,

From October 1, 1820, to October 1, 1830.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$12,113	$2,357	$14,470	$924			874	
1822	4,850		4,850	106,593		$93,751	1,805	
1823	26,232	463	26,695	84,977		7,859	543	
1824	20,463	2,311	22,774	36,101		5,529	444	
1825	23,612	2,025	25,637	41,255		2,370	363	70
1826	34,378	500	34,878	23,807		3,820	526	
1827				11,910			249	
1828							175	
1829								
1830				1,263			179	
Total,	$121,648	7,656	129,304	306,830		113,329	5,158	70

PRINCIPAL ISLANDS.

Port Louis, or Northwest Port, the capital of the Mauritius, at the bottom of a triangular bay, the entrance to which is rather difficult, in lat. 20° 9′ 56″ S., long. 57° 28′ 41″ E. Every vessel approaching the harbor must hoist her flag and fire two guns; if in the night a light must be shown, when a pilot comes on board, and steers the ship to the entrance of the port. It is a very convenient port for careening and repairing; but provisions of all sorts are dear. In the hurricane months, the anchorage in Port Louis is not good; and it can then only accommodate a very few vessels. The houses are low, and principally built of wood. The town and harbor are pretty strongly fortified. Almost all the foreign trade of the island is carried on here.

Saint Helena, an island in the South Atlantic ocean, belonging to Great Britain, about 800 miles south-east of Ascension, and nearly 1,200 miles from the coast of Lower Guinea. Lat. of observatory 15° 55′ S., long. 5° 44′ E. Area, 30,300 acres. Population in 1850, 7,000, of whom nearly a half were whites. It is of volcanic origin, and consists of rugged mountains, interspersed with numerous ravines, in one of which, on its N. W. shore, is James Town, the residence of the principal authorities. Its center is a table land, with an elevation of 1,500 feet, but from which several mountains rise to a greater elevation, Diana's Peak being 2,700 feet. Climate mild. Mean temperature of year, 61°.3; winter, 58°.4; summer, 63°.8. The island is watered by numerous brooks, and about 1-5th part of its surface is fertile, yielding the products both of European and tropical countries. Goats are plentiful in the uplands; but supplies of provisions are mostly procured from abroad, the island lying in the homeward track of ships returning from India. St. Helena is chiefly noted as the place of exile of Napoleon Bonaparte, whose residence, Longwood, was on the elevated plateau of the interior.

Falkland Islands.—These consist of 202 islands, situated in the southern Atlantic, two of which only are large, comprising together about 13,000 square miles, and containing a population of 6,000 souls. They are in the possession of Great Britain, but are equally claimed by the Argentine republic. Except as commercial and military stations, they possess no importance. There is no tonnage duty levied on vessels entering the ports of these islands; nor, indeed, any charges, except for storage, which is effected in bulk, and for which there is a charge of from $5 to $10 per day.

The only imposts to which the commerce of the United States with the colonies of Great Britain is now subject, are the colonial duties imposed by the local legislatures of the respective colonies; and these apply, with some few exceptions, which are noticed in their proper place, equally to British importations and British bottoms. These duties are generally very moderate, designed solely to meet the necessary expenses of the colonies, and are at least one third less than the duties levied in the United States, on similar descriptions of merchandise, by the tariff act of 1846.

FRANCE.

France enjoys, upon the whole, greater natural advantages than any other country in Europe. Her territory is above a half larger than that of Great Britain and Ireland, and both her soil and climate are better—the climate being less equable, indeed, but there being a greater amount of summer heat to bring the fruits of the earth to perfection. She has a greater proportion of arable land than any of her neighbors; the natural means of communication throughout her provinces are abundant and easy; she is well provided with all the useful metals except tin; and is better supplied with coal than any other country of Europe but Britain. Even during the distractions of her great revolution, though her foreign trade was annihilated, her agriculture and manufactures were extended and improved, her population was increased, and its condition ameliorated. The surface of France contains about 128,000,000 of acres. It is estimated that of this quantity, the waste land, including roads and rivers, amounts to an eighth part; the arable land to near a half; the woodland and pasture-land and meadows, each to about a seventh; the vineyards to a twenty-fifth part; wild-land, quarries, buildings, orchards, gardens, olive and other plantations making up the remainder. In addition to the vegetable productions that grow in England, the climate of France enables her to raise vines, olives, mulberries, and chestnuts. Wine and olive oil are two of her most valuable productions. The cotton trade has been for some time rapidly extending over the northern and eastern provinces; and Lyons has been long famous as the center of the silk trade of Europe, a branch of manufacture that has been brought to great perfection in that city. The manufactures of woolen cloth, flax, hemp, and iron, are also very extensive, and have been carefully fostered under the protective system, which still prevails here, as elsewhere on the Continent, notwithstanding the example which has been set by Great Britain. Toward the end of the seventeenth century, the territory of France, then equal, or very nearly equal to its present extent, appears to have contained about 20,000,000 of inhabitants. In 1791, it was found to be above 26,000,000, and in 1851 nearly 36,000,000. The government always maintains a large standing army, amounting on the peace establishment to about 350,000 men, but actually, in December, 1854, to 581,000. Her armed fleet on service is about equal in number of ships to that of Britain, with 62,000 men.

Brokers.—No one is allowed to act as a mercantile broker in France who is not 25 years of age, and who has not served four years in a commercial house, or with a broker, or a notary public. They are nominated by the government, after their qualifications have been ascertained by the Chamber of Commerce. All brokers must deposit the sum of 8,000 francs in the treasury as a guaranty for their conduct, for which they are allowed interest at the rate of 4 per cent. All foreigners are obliged to employ ship-brokers to transact their business at the custom-house; and although masters and owners of French vessels might sometimes dispense with their services, they never do so, finding it to be, in all cases, most advantageous to use their intervention. All duties outward on vessels and cargoes are paid by the ship-brokers, who invariably clear out all vessels, French as well as foreign.

FOREIGN COMMERCE OF THE UNITED STATES WITH FRANCE ON THE ATLANTIC,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$5,098,843	$349,010	$5,447,853	$4,493,917	$12,000	$617,264	798	36,392
1822	4,561,299	1,210,533	5,771,832	5,688,835	519,892	80,356	3,638	...
1823	4,677,914	2,527,656	7,205,570	5,165,273	175,872	36,983	44,401	3,543
1824	7,555,815	1,095,612	8,651,427	6,741,113		77,283	58,615	4,610
1825	7,338,693	2,625,968	9,964,661	10,151,671	916,530	7,581	47,397	9,787
1826	9,075,254	1,316,178	10,391,432	7,687,368	202,563	158,681	76,478	11,270
1827	8,712,011	2,555,869	11,267,880	7,683,858	1,563,093	104,168	85,651	10,903
1828	7,091,699	3,095,826	10,187,525	8,486,427	2,396,699	56,559	65,085	8,703
1829	8,008,923	2,105,573	10,114,496	8,248,921	1,620,820	27,570	73,862	7,735
1830	9,183,894	661,925	9,845,819	6,831,015	135,111	47,812	82,521	6,014
Total,	$71,334,345	17,544,150	88,878,495	71,178,398	7,542,580	1,214,212	538,446	98,957
1831	4,963,557	3,228,452	8,192,009	12,876,977	2,960,669	47,949	48,022	8,722
1832	9,028,485	1,536,771	10,565,256	10,931,983	450,779	26,629	79,330	12,769
1833	9,769,685	2,196,812	11,966,497	12,351,626	66,006	46,719	77,127	14,797
1834	11,683,356	1,440,331	13,123,687	15,813,773	70,274	1,656,438	79,820	14,632
1835	16,013,185	1,160,038	17,173,223	21,446,378	556,622	516,788	91,102	9,717
1836	17,656,692	604,675	18,261,367	34,648,281	111,092	4,841,004	96,526	12,869
1837	16,154,567	1,690,114	17,844,681	20,521,496	1,020,609	1,051,503	91,687	20,032
1838	13,089,649	976,967	14,066,616	16,823,112	467,445	2,165,083	108,056	16,108
1839	14,919,848	2,088,655	17,008,503	30,918,450	2,017,798	150,129	88,519	14,752
1840	17,733,743	2,698,025	20,431,768	16,693,289	2,198,603	946,991	132,823	25,409
Total,	$131,012,767	17,620,840	148,633,607	193,025,365	9,919,897	11,449,233	893,012	144,807
1841	16,897,907	3,216,364	20,114,271	22,712,282	4,087,199	267,649	121,534	15,704
1842	15,340,728	1,076,684	16,417,412	16,015,380	1,113,698	232,447	130,865	16,042
1843*	10,384,578	441,578	10,826,156	7,050,537	135,008	2,641,057	110,171	44,171
1844	11,861,419	2,287,084	14,148,503	15,946,166	2,029,195	683,192	109,327	15,989
1845	11,350,432	2,972,253	14,322,685	20,181,250	3,179,278	134,855	121,815	10,036
1846	12,702,972	1,337,477	14,040,449	22,608,589	1,180,836	108,708	119,729	11,376
1847	17,420,385	449,046	17,869,431	23,893,076		1,358,472	147,579	18,496
1848	14,159,798	4,278,159	18,437,957	27,059,744	4,726,676	277,222	116,062	26,495
1849	11,646,612	2,818,303	14,464,915	23,209,878	2,983,124	241,154	114,035	27,161
1850	16,934,791	1,724,915	18,659,706	25,835,170	2,162,992	72,251	114,589	17,616
Total,	$138,699,622	20,601,863	159,301,485	204,518,072	21,598,001	6,017,007	1,205,706	203,086
1851	24,567,067	2,814,668	27,381,735	29,789,124	7,471,241	304,833	147,093	10,533
1852	20,793,878	1,721,441	22,515,319	24,195,914	5,474,496	758,436	187,965	11,085
1853	24,268,292	1,380,647	25,648,939	30,851,549	4,281,868	231,908	184,947	11,127
1854	29,749,466	978,355	30,727,821	32,892,021	6,948,023	26,564	212,324	14,925
1855	28,296,294	1,090,146	29,386,440	29,009,398	3,762,400	2,814	239,943	11,924
1856	38,732,033	497,344	39,229,377	45,500,398	7,172,892	188,183	295,386	19,583

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Brest, a seaport of France, lat. 48° 23′ N., long. 4° 29′ W. It has one of the best harbors in France, and a safe road, capable of containing 500 men-of-war, in from 50 to 100 feet of water. The entrance to the harbor is narrow and difficult, with covered rocks in the channels.

Bordeaux, a city of France, lat. 44° 50′ 20″ N., long. 0° 34′ W., situated on the Garonne, about 75 miles from its mouth. The Garonne is a noble river, with depth of water sufficient to enable large ships to come up to the city. Communication is had with the Mediterranean by means of the canal Languedoc. There are two entrances to the river, one giving 24 feet of water, and the other 13. The tides rise about ten feet, and pilots are necessary.

Cherburg or Cherbourg, a seaport of France, on the Channel, lat. 49° 38′ 30″ N., long. 1° 37′ 3″ W. It is situated at the bottom of a large bay, between cape Barfleur and cape La Hogue. A basin has been made, 1,000 feet long, 770 wide, occupying 18 acres, depth 50 feet, capable of containing 50 sail of the line.

FRANCE.

COMMERCE OF FRANCE WITH HER COLONIES AND WITH FOREIGN COUNTRIES DURING THE YEAR 1854.—VALUES REPRESENTED IN MILLIONS OF FRANCS.

COUNTRIES.	IMPORTS.		EXPORTS.	
	Official Value.	Actual Value.	Official Value.	Actual Value.
United States,	192,8	166,3	182,1	216,5
Great Britain,	133,5	149,8	286,5	364,8
Belgium,	132,8	167,8	124,1	143,6
Sardinia,	103,7	102,3	52,5	62,3
French Colonies,	83,6	99,5	73,4	69,2
Germany,	56,7	75,7	48,1	54,6
British India,	53,3	48,3	4,8	5,4
Spain and Colonies,	66,8	86,1	81,5	76,4
Russia,	45,6	58,4	1,0	1,7
Turkey and Egypt,	54,5	60,3	32,0	34,1
Switzerland,	35,0	40,4	51,0	57,8
Algiers,	33,0	45,7	117,9	90,0
Netherlands,	27,2	35,4	14,4	24,1
Two Sicilies,	18,1	20,7	15,0	14,0
Western Coast of Africa,	15,5	8,4	1,4	1,2
Brazil,	15,2	17,7	31,6	31,5
Norway,	13,3	19,1	1,5	1,8
Tuscany,	11,9	11,9	13,2	13,7
Rio de la Plata,	6,8	6,8	15,4	18,1
Hayti,	6,6	8,6	5,4	4,3
Barbary States,	6,6	7,8	3,1	2,6
Austria,	4,7	6,2	4,9	3,7
Hanse Towns,	4,6	6,1	7,9	16,6
Mexico,	4,6	2,8	17,9	18,2
Sweden,	4,4	6,7	1,1	2,2
Uruguay,	3,8	4,0	7,2	9,2
Venezuela,	3,8	4,6	4,9	5,0
Peru,	3,3	6,5	14,9	16,2
Chili,	3,1	4,2	17,3	19,1
Portugal,	2,8	3,5	6,3	6,8
Other Countries of Africa,	2,3	1,7	1,2	3,6
China and Oceanica,	1,9	1,5	2,6	3,7
New Grenada,	1,7	1,0	2,5	2,7
Greece,	1,3	1,6	2,9	2,7
Denmark and Colonies,	1,3	1,5	7,2	9,0
Roman States,	1,1	1,8	5,3	5,1
Guatemala,	0,3	0,4	0,7	0,9
Miscellaneous,	0,2	0,2	..	..
Equador, Bolivia,	0,1	0,1	0,5	0,6
Mecklenburg,	0,1	0,1	..	..
Hanover,	0,1	0,1	0,2	0,7
Total, Francs,	1,158,0	1,291,6	1,261,4	1,413,7

FOREIGN COMMERCE OF FRANCE WITH HER COLONIES AND THE FISHING BANKS.

	ENTERED.					
	FRENCH.		FOREIGN.		TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1853,	9,210	1,065,688	11,569	1,685,011	20,779	2,750,699
1854,	9,307	1,131,702	10,982	1,606,837	20,289	2,738,539
1855,	9,574	1,247,452	13,442	2,057,313	23,016	3,304,765
	CLEARED.					
1853,	6,625	796,350	8,856	1,058,315	15,481	1,854,665
1854,	5,726	796,713	7,919	1,059,592	13,645	1,856,305
1855,	5,756	934,598	8,054	1,100,057	13,810	2,034,655

FOREIGN COMMERCE OF THE UNITED STATES WITH FRANCE ON THE MEDITERRANEAN,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$69,855	$10,851	$80,706	$496,023		$247,884	316	593
1822	183,191	70,337	253,528	400,998		14,546	833	858
1823	323,861	1,171,898	1,495,759	561,457	$933	102,246	10,267	331
1824	265,815	750,431	1,016,246	450,454	6,760	47,875	8,457	
1825	187,242	726,499	913,741	812,511	20,000	17,065	9,488	
1826	273,675	483,677	757,352	892,152	1,600	35,088	10,960	
1827	475,547	781,076	1,256,623	843,374	1,600	60,179	12,064	389
1828	606,638	279,407	886,045	904,427	5,852	2,484	10,498	
1829	886,122	748,777	1,634,899	590,057	8,380	1,482	18,843	
1830	717,252	430,888	1,148,140	891,183	5,000	14,517	18,967	1,074
Total,	$3,989,198	5,453,841	9,443,039	6,782,636	45,125	542,866	100,693	3,245
1831	671,867	300,926	972,793	1,188,766	14,611	6,155	15,459	1,477
1832	914,091	1,140,376	2,054,467	1,243,775	12,000	14,338	16,486	3,638
1833	1,036,898	768,826	1,805,724	1,080,052	300	13,414	14,976	3,922
1834	1,032,393	1,352,889	2,385,287	1,327,400		4,534	17,846	3,775
1835	2,023,829	554,192	2,578,021	1,468,998	74,000	2,258	15,200	2,311
1836	1,951,742	725,991	2,677,733	1,967,136	1,541		15,614	4,675
1837	1,196,347	649,550	1,845,897	1,562,118	28,938	1,554	10,525	5,116
1838	1,433,765	283,135	1,716,900	948,685	9,320	75,229	17,345	2,891
1839	1,046,260	176,186	1,222,446	1,612,871		6,505	9,256	3,651
1840	1,178,833	224,202	1,403,035	879,587		173,258	10,305	
Total,	$12,486,080	6,176,273	18,662,303	13,279,388	140,710	297,245	143,012	31,456
1841	1,512,460	140,024	1,652,484	1,221,530	1,500	13,144	15,827	2,375
1842	1,674,570	73,868	1,748,438	958,678		3,021	21,944	2,147
1843*	1,186,294	83,701	1,269,995	609,149		13,433	13,167	418
1844	1,204,793	85,104	1,289,897	1,603,318	7,478	11,641	17,868	656
1845	979,739	197,980	1,177,719	1,414,175	1,175	2,400	19,217	660
1846	893,678	191,448	1,090,126	1,302,743	14,600	2,688	14,950	740
1847	1,172,146	56,041	1,228,187	1,001,765			13,078	4,611
1848	1,215,087	166,266	1,381,353	1,036,317	75,202	8,532	16,484	928
1849	877,147	168,521	1,045,668	1,153,905			13,553	3,227
1850	1,015,486	158,155	1,173,641	1,702,855		2,688	14,158	8,676
Total,	$11,736,400	1,321,108	13,057,508	12,004,435	99,955	52,497	165,546	24,438
1851	735,018	135,393	870,411	1,926,429	3,921		16,614	10,627
1852	1,396,192	79,134	1,475,326	1,694,352			26,798	6,517
1853	852,514	70,331	922,845	2,604,893	1,074		16,234	6,761
1854	1,218,786	201,374	1,420,160	2,889,372			17,728	3,166
1855	3,327,604	164,084	3,491,688	2,599,723			26,880	4,139
1856	3,096,432	185,164	3,281,596	3,515,664			33,152	3,469

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Marseilles, a seaport of France, on the Mediterranean, in lat. 43° 17′ 49″ N., long., 5° 22′ 20″ E. The harbor is in the center of the city, forming a basin 3150 feet in length, by 900 in breadth. The tide is hardly sensible, but the depth of water at the entrance of the harbor, varies from 16 to 18 feet, being lowest when the wind is N.W., and highest when S.W. Within the basin the water varies from 12 to 24 feet, being deeper on the south side. Though not accessible to the largest ships, the harbor is one of the best and safest ports in the world for moderate-sized merchantmen. Ships lie close to the quays, and can be loaded and unloaded with great facility.

Toulon, *Telo Martius*, a commercial and important military and naval port of France, in the department of Var, on a fine bay of the Mediterranean, 40 miles S.W. of Draguignan. Lat. of observatory 43° 7′ 5″ N., long. 5° 56′ E. Population, 39,243. Mean temperature of the year 62°.2; winter 48°.5, summer 75°.2 Fahr. Around the harbor are immense magazines, arsenals, ship-building docks, etc.

FRENCH COLONIES IN THE WEST INDIES.

The French West Indies are comprised in the governments of Guadaloupe and Martinique. The government of Guadaloupe comprises the island so called, the islands of Marie-Galante, Desirade, and Les Saintes, and about two thirds of the island of St. Martin.

Guadaloupe is composed of two divisions or islands, separated by Salt river, and contains 339,160 acres. The larger portion is of volcanic formation, and mountainous, its culminatory point being La Souffrière, an active volcano 5,108 feet high, with other extinct volcanoes of inferior elevation. The lesser or eastern portion, on the contrary, is composed of madripores and marine detritus, and nowhere rises higher than 115 feet above the sea. Population, 120,000. *Marie-Galante* lies south of the above, and contains 37,900 acres. The land is elevated, with verdant plateaux. Population, 17,000. *Les Saintes*, 9 miles S.E. of Guadaloupe, consists of lofty and steep peaks, some of which are united by flat ground or ridges of inferior elevation, while others are separated by the sea. Area, 3,102 acres. Population, 1,200. *Desirade*, or Deseada, a small island two leagues east of Guadaloupe, rises with a steep ascent, and then spreads into a table-land of limestone rocks, in which caverns occur. It is without water. Area, 10,695 acres. Population, 1,800. The French portion of St. Martin contains 13,266 acres. Population, about 4,200 (of whole island, a little more than 7,000). Total area of the territory of the government, 404,123 acres, or 631 square miles. Population, 144,200, of which number about four fifths are colored or mixed races. In 1836 the population was 127,574, and in 1841, 131,162. The government of Martinique embraces the island so called, and is divided into two arrondissements, 14 cantons, and 26 communes. It contains about 244,348 acres, or 382 square miles. One third only of the island is level. Population about 128,000, of which, perhaps, 10,000 are whites. Capital—Fort Royal, a fortified seaport town of the island of Martinique, on its west coast, at the north side of Fort Royal bay. Lat. 14° 35′ 9″ N., long. 61° 4′ 2″ W. Population, about 12,000. It is well built, and is the seat of the chief judicial court for the colony. These islands are in a very prosperous condition, producing large crops of sugar and other West India staples.

Trade between United States and French Colonies.—French vessels enjoy an equality as to import duties and charges in the direct trade, the origin of cargoes being attested by consular certificate, but they are subject to a tonnage duty of ninety-four cents per ton.

French vessels, laden with the produce of Martinique and Guadaloupe, are admitted on equal terms with American vessels, as to duty and tonnage, when direct from these islands, in ballast, or with articles the growth or manufacture of either of said islands, so long as the French ordinance of February 5, 1826, shall continue in force.

French vessels from Cayenne, in French Guiana, are admitted with the same privileges granted above, under the act of May 9, 1828, to vessels from Martinique and Guadaloupe.

French vessels from St. Pierre and Miquelon, admitted on the same footing as vessels from Martinique and Guadaloupe.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE FRENCH WEST INDIES,

FROM OCTOBER 1, 1820, TO JULY 1, 1856.

YEARS ENDING SEPT. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	DOMESTIC.	FOREIGN.	TOTAL.	TOTAL.	EXPORT.	IMPORT.	AMER.	FOR.
1821	$846,597	$49,838	$896,435	$900,619		$36,363	43,366	
1822	918,699	42,303	961,002	969,509	$4,800	26,548	45,229	
1823	804,218	63,377	867,595	938,613	1,576	95,127	30,112	2,326
1824	770,515	41,217	811,732	884,084		174,508	36,882	
1825	937,368	74,588	1,011,956	848,968	8,000	160,388	43,589	5,087
1826	904,115	52,059	956,174	973,270	2,361	165,555	43,947	4,148
1827	979,697	61,156	1,040,853	921,330	4,110	223,468	50,031	4,536
1828	1,009,437	15,334	1,024,771	896,651	600	205,963	54,643	4,137
1829	1,056,639	15,763	1,072,407	777,992	3,405	286,237	65,019	4,317
1830	792,241	13,528	805,769	518,687		267,574	47,129	4,325
Total,	$9,019,526	429,168	9,448,694	8,629,723	24,852	1,641,731	459,947	28,876
1831	704,833	13,044	717,877	671,842	3,842	181,124	35,334	2,254
1832	605,793	19,182	624,975	578,857	1,123	152,116	26,677	4,448
1833	613,719	24,346	638,065	511,242	4,529	98,664	27,367	6,716
1834	561,179	19,084	580,263	416,072	800	70,956	26,909	5,314
1835	549,453	34,369	583,822	447,208	16,822	153,063	22,024	2,683
1836	471,927	30,173	502,100	417,335	18,868	92,627	18,455	2,057
1837	505,063	59,705	564,768	414,203	9,995	122,170	21,514	2,276
1838	430,008	38,889	468,897	310,050	14,200	79,604	23,168	1,871
1839	585,916	105,905	691,821	702,798	53,966	48,269	34,359	1,228
1840	483,595	30,656	514,251	335,251	1,494	161,423	25,612	1,255
Total,	$5,511,486	375,353	5,886,839	4,804,858	120,639	1,160,016	261,419	30,102
1841	381,556	40,966	422,522	198,216		99,808	22,154	467
1842	495,397	23,609	519,006	199,160		116,261	99,790	1,180
1843*	281,828	13,108	294,936	135,921	4,056	92,666	24,006	103
1844	581,568	35,978	617,546	374,695	6,445	256,165	37,375	2,253
1845	542,455	21,648	564,103	415,032	4,990	191,394	33,150	1,294
1846	618,112	17,509	635,621	348,236		215,431	31,698	1,761
1847	569,126	34,038	603,164	151,366		114,513	22,715	2,527
1848	469,358	20,571	489,924	127,039		106,699	21,148	2,170
1849	180,731	14,267	194,998	71,469		89,750	7,485	2,786
1850	269,377	18,291	287,668	75,684		59,636	11,227	211
Total,	$4,389,503	239,985	4,629,488	2,096,818	15,491	1,292,323	240,748	14,752
1851	289,579	20,702	310,281	22,909		18,694	10,888	871
1852	429,846	25,598	455,444	46,287		42,702	16,955	2,119
1853	362,513	35,738	398,251	52,340	1,000	23,161	13,262	4,741
1854	551,525	60,502	612,027	161,085	7,475	37,518	13,576	6,097
1855	396,837	12,864	409,701	44,434		42,537	17,287	1,672
1856	472,119	3,025	475,144	56,183	100	51,736	17,415	1,842

* 9 months to June 30, and the fiscal year from this time begins July 1.

COLONIES.

GENERAL TRADE OF FRANCE WITH ITS COLONIES, IN 1853.

Colonies.	Imports.	Exports.
Martinique,	£652,441	£765,577
Guadaloupe,	423,655	570,434
Bourbon,	851,647	684,946
Senegal,	287,206	392,369
Cayenne,	56,833	184,044
India,	669,723	21,384
Algiers,	1,132,304	3,395,966
St. Pierre and Miquelon, etc.,	617,631	278,637
Isles Mayotte and Madagascar,	8,627	36,584

The trade to Bourbon island, Guyana, Martinique, and Guadaloupe, out and home, employed in 1848, 492 ships; in 1849, 541; 1850, 486; 1851, 602; 1852, 677; 1853, 583. The mean of the six years, 564 vessels.

FRENCH GUIANA.

French Guiana is the smallest and most eastern of the three colonies, known as English Guiana, Dutch Guiana, and French Guiana. It lies between 2° and 6° N. latitude, and 51° 30′ and 54° 30′ W. longitude, being bounded on the N. and N. E. by the Atlantic, E. and S. by Brazil, and W. by Dutch Guiana. It is about 250 miles in length, from N. to S., and varies in breadth from 100 to 150 miles. Area, 27,560 square miles. It has a coast line of 200 miles, extending from the Maroni to the Oyapoc. The low alluvial tract along the coast is of great fertility. The mountain chains run E. and W., and are almost wholly of granite, but do not attain a great elevation. The country is abundantly watered, and the coast-lands appear to be less unhealthy than in British Guiana. The vegetation of Guiana is very luxuriant, and the interior is thickly wooded with trees valuable for their timber, fruits, and dyewoods. Medicinal plants, including quassia, gentian, the castor-oil plant, and arnotto, used in coloring cheese, are all abundant.

The Island of Cayenne, at the mouth of the Oyak, is about 30 miles in circumference, and is separated from the continent by a narrow channel. The roadstead at the mouth of the Oyak, though small, is the best on the coast, having everywhere from 12 to 13 feet of water. The capital, Cayenne, is situated on the northern side of this island, and contains 5,220 inhabitants. The new town is well built, and has good streets; the government house is in the old town. The harbor is protected by a fort and several batteries. The Colony is divided into two districts, Cayenne and Sinnamary, and fourteen communes. The government is vested in a governor, a privy council, and a colonial council, composed of sixteen members, elected by the colonists. The cultivated lands are estimated to be about one eightieth of the whole territory. Besides the staples of British and Dutch Guiana, its productions comprise pepper (including Cayenne, which is so called from the island of that name), cloves, cinnamon, and nutmegs. Trade is chiefly with France and its colonies. In 1854, the official value of the imports into France from French Guiana, was £20,000; exports, £192,000. The French first settled in Cayenne in 1604; the British and Portuguese captured the colony in 1809, but restored it to the French in 1814, in whose possession it still remains. It has recently been made a place of banishment for French political offenders; and, in 1852, 2,500 of these were sent out. Population about 22,000, of whom about 15,000 are emancipated slaves.

Cayenne, sea-port, town, and capital of French Guiana, on the N.W. extremity of the island of that name, in latitude 4° 56′ N., longitude 52° 15′ W. It contains about 500 houses, mostly of wood, and is divided into the old and new towns, the latter clean and well built. It is the seat of a court of assize, and has a handsome church, Jesuit college, government house, and several large warehouses. The harbor is shallow, has two quays, and is protected by a fort and several batteries. Population about 6,000.

French vessels from Cayenne in French Guiana are admitted into the ports of the United States on equal terms, as to duty and tonnage, with vessels belonging to the United States when direct from Guiana, either in ballast or with articles the growth or manufacture of that country.

FOREIGN COMMERCE OF THE UNITED STATES WITH FRENCH GULANA,

From October 1, 1832, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1833	$4,693		$4,693					
1834	2,488		2,488					
1835								
1836	3,483		3,483				3,121	
1837							2,500	
1838				$5,302		$938	1,906	
1839	1,643		1,643				2,305	
1840		$100	100				1,925	
Total,	$12,307	100	12,407	5,302		938	11,757	
1841	45,958	340	46,298	55,416		23,692	1,657	
1842	44,063	1,030	45,093	50,172		13,797	1,512	259
1843*	45,374		45,374	44,411		8,700	737	
1844	56,006	1,033	57,039	28,233		2,167	2,322	
1845	57,052	444	57,496	59,306		5,600	1,547	
1846	39,270	2,131	41,401	71,296		8,000	1,390	
1847	58,287	1,990	60,277	47,775		7,400	1,808	
1848	48,737	1,684	50,421	63,988		29,741	1,717	
1849	46,161		46,161	23,417		3,720	1,461	39
1850	43,405	1,382	44,787	12,551			1,334	98
Total,	$484,313	10,034	494,347	452,565		102,817	15,485	396
1851	45,693	651	46,344			11,000		
1852	64,747	1,278	66,025	32,422		7,435	1,783	
1853	64,335	1,104	65,439	17,717		7,100	1,275	
1854	100,148	685	100,833	29,618			2,234	
1855	78,652	1,966	80,618	8,546		2,500	2,715	
1856	148,093		148,093	27,147		16,191	2,101	

* 9 months to June 30, and the fiscal year from this time begins July 1.

COLONIES.

Guiana, Guyana, or Guayana, a wide region of South America, comprising all of that continent between the Amazon and Orinoco rivers, extending from lat. 3° 30′ S. to 8° 40′ N., and long. 50° to 68° W., and subdivided into Brazilian (formerly Portuguese), British, Dutch, French, and Venezuelan (formerly Spanish) Guiana; it was discovered near the end of the 15th century. The Dutch formed the first settlement in 1590, near Demerara river; the English in 1590, near Berbice and Surinam. In 1667 the English settlements were given up to the Dutch, but again re-occupied by the English; and in 1814 the settlements between the Corentyn and Marony rivers were restored to the Dutch. Brazilian Guiana comprises the north part of the Brazilian dominion, between lat. 3° 30′ S. and 4° 20′ N., and long. 50° and 68° W., bounded N. by the Sierras Juraguaca, Pacaraima, and Acarai, which separate it from the other divisions of Guiana, W. and S. by the Rio Negro and Amazon rivers, and having E. the Atlantic. Area roughly estimated at 433,000 square miles. It is traversed by the Rio Branco, and numerous other rivers, and is mostly covered by a dense vegetation. It is peopled chiefly by roving Indian tribes, and divided between the provinces Para and Rio Negro, which last territory, however, can scarcely be considered as actually under Brazilian rule. The vegetation is perhaps the most luxuriant of any on the surface of the globe. Principal products are at present sugar, along the coast, and which has progressively superseded there the culture of cotton and coffee, though the latter is still extensively grown on the uplands; rice, maize, wheat, cacao, vanilla, tobacco, and cinnamon, are also raised. Surface near the ocean a rich alluvial flat, and extending in mud banks into the sea. This plain extends inland from 10 to 40 miles; it then ascends by successive terraces to the Sierras Pacaraima and Acarai, on the south-western and southern frontiers; near the western boundary, Mount Roraima rises to an elevation of 7,500 feet. Principal rivers, the Essequibo, Demerara, Berbice, and Corentyn.

DENMARK.

MERCHANT VESSELS, JANUARY, 1856.

Country.	Vessels.	Steamers.	Tonnage. Vessels.	Tonnage. Steamers.	Horse Power.
Kingdom of Denmark,	2,403	25	55,634	1,002	1,678
Duchy of Schleswig,	1,476	11	27,144	212	322
" Holstein,	1,275	1	20,393	105	59
Total, . .	5,154	37	103,171	1,319	2,059

NAVIGATION OF THE SOUND, 1855.

Country.	Vessels.	Country.	Vessels.
Prussia, ...	2,864	(Hanseatic), Bremen, . .	29
Norway, ...	2,840	" Hamburg, . .	42
Sweden, ...	2,463	" Lubec, . .	70
England, ...	2,424	Italy, ...	53
Denmark, ...	1,621	America, North, . . .	45
Holland, ...	1,593	Portugal, ...	16
Mecklenburg, ...	737	Belgium, ...	11
Hanover, ...	695	Russia, ...	7
Oldenburg, ...	150	South America, . . .	2
France, ...	125	Total, . .	15,787

Product, in bulk, of the dues of the Sound, for 1855–6, in thalers, .	2,072,000
" " Great and Little Belt, . .	26,600
Additional rights, ...	328,122
Total receipts, ...	2,426,722
Expenditures, ...	316,425
Excess, ...	2,110,297

COMMERCE OF DENMARK AND THE DUCHIES OF SCHLESWIG AND HOLSTEIN FOR THE YEARS 1853 AND 1854.

Country.	1853. Imports.	1853. Exports.	1854. Imports.	1854. Exports.
Hamburg, . .	15,935,373	9,019,752	18,859,656	9,643,775
Great Britain, . .	7,554,040	10,662,224	10,882,363	12,194,060
Altona, . . .	4,141,248	3,321,698	4,481,490	5,268,919
Norway, . .	2,179,625	3,053,727	2,246,696	2,553,518
Sweden, . .	2,918,584	1,321,128	3,657,548	1,773,647
Russia, ...	3,565,109	312,750	354,618	49,610
U. States, W. Indies, and South Sea, .	3,457,453	350,245	2,997,833	142,175
Lubec, . . .	2,169,565	1,015,844	2,651,947	1,170,229
Danish Colonies, .	1,914,682	386,006	2,360,736	349,500
Prussia, . . .	1,203,308	912,129	2,001,549	950,001
Holland, . .	713,090	1,199,444	844,830	2,273,103
Iceland, . . .	805,056	507,783	840,783	558,107
Bremen, . .	1,012,164	46,926	1,232,625	74,364
France, . . .	563,407	325,905	619,713	178,969
Belgium, . .	252,869	498,449	222,805	372,692
Mecklenburg, . .	377,671	278,299	678,374	269,644
Hanover, . .	165,277	325,012	261,092	315,580
Mediterranean, .	444,781	14,451	148,365	33,086
East Indies, China, and Guinea, .	289,020	122,013	273,877	73,440
Greenland, . .	275,362	106,845	43,138	75,748
Faroe Isles, . .	145,163	63,306	105,293	69,411
All others, . .	267,865	424,864	1,096,380	698,530
Total (thalers), .	50,350,712	34,268,800	56,861,711	39,088,108

FOREIGN COMMERCE OF THE UNITED STATES WITH DENMARK,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Tonnage Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$165,568	$360,535	$526,103	$16,156			4,142	
1822	32,023	160,757	192,780	21,232			1,243	
1823	39,783	53,134	92,917	24,028			908	257
1824	35,487	299,822	335,309				2,416	82
1825	214,517	637,146	851,663	46,827			5,698	200
1826	100,582	245,288	345,870	49,264		$342	2,681	
1827	148,958	253,983	402,941	40 822			2,928	
1828	150,979	386,689	537,668	117,946	$500		4,289	202
1829	73,597	13,166	86,763	32,911			1,043	1,070
1830	76,292	29,048	105,340	5,384			1,928	
Total,	$1,037,786	2,439,568	3,477,354	354,570	500	342	27,276	1,811
1831	178,333	176,883	355,216	575	10,500		3,060	
1832	181,605	350,115	531,720	63,342	18,600		4,268	723
1833	180,511	112,453	292,964	28,172	7,000		2,907	791
1834	99,643	318,461	418,104	62,542	5,842		2,528	2,280
1835	212,461	110,839	323,300	121,000	4,900		2,331	1,282
1836	314,268	271,717	585,985	48,971			3,718	1,190
1837	172,260	109,421	281,681	102,819			1,092	4,797
1838	98,081	24,750	122,831	27,118			880	1,072
1839	50,634	38,177	88,811	80,997			703	961
1840	76,183	17,868	94,051	7,501			324	1,352
Total,	$1,563,979	1,530,684	3,094,663	543,037	46,842		21,811	14,448
1841	110,424	24,364	134,788	8,791			889	1,955
1842	70,766	27,819	98,585				795	917
1843*	74,657	6,510	81,167				465	1,714
1844	100,859	11,975	112,834	6,063			481	2,567
1845	124,666	20,501	145,167	22,429			1,040	2,116
1846	97,746	23,496	121,242	1,313			666	1,393
1847	198,952	4,943	203,895	475			216	2,274
1848	164,661	17,252	181,913	19,617			763	2,675
1849	55,138		55,138	19,204				1,681
1850	165,874	20,706	186,580	527			502	3,282
Total,	$1,163,743	157,566	1,321,309	78,419			5,817	20,524
1851	92,257	19,540	111,797	38,887			199	2,086
1852	93,009	22,643	115,652	16,611			374	3,916
1853	82,903		82,903				332	2,174
1854	87,870	23,547	111,417	8,097			714	1,894
1855	70,996	8,675	79,671	1,701			1,216	1,027
1856	195,960	31,755	227,715	1,130			2,197	716

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Copenhagen, capital of Denmark, situated on the east coast of the island of Zealand, in the channel of the Baltic called the Sound, in lat. 55° 41′ N., long. 12° 35′ 46″ E. The water in the channel is from 25 to 35 feet deep; but it is narrow, and the navigation difficult. Vessels not intending to come into harbor bring up in the roads, at from one quarter to one half a mile from shore, in about 25 feet water. In the harbor, within the boom, the water is from 17 to 18 feet deep, and vessels unload alongside of the quay. The anchorage in the roads is good and safe.

Elsinore, or Elsineur (Danish *Helsingör*), a seaport town of Denmark Proper, on the east coast of the island of Seeland. It stands at the narrowest part of the Sound, opposite the Swedish town of Helsingborg, from which it is three miles distant. All merchant vessels are obliged, under certain reservations depending on the weather, to salute the castle by lowering their top-sails in passing. In the vicinity is Marienlyst (Mary's delight), till lately a royal chateau, now the property of the corporation, and let to a private family.

DANISH SOUND DUES.

The Sound Dues are partly levied on ships, and partly on cargoes. As to the basis of the contribution, it seemed just to take the quantity of goods carried by the ships of each nation through the Sound and the Belt as determining the proportions respectively to be paid to the capitalization of the dues. From some tables which are appended, it appears that the amount of duties on ships entered into or sailed from the Baltic, by different nations, was as follows:

	SAILED FROM BALTIC.		ENTERED INTO BALTIC.	
COUNTRIES PRIVILEGED.	Average sum. 1851–1853. Rix Dollars.	Per cent. of the whole amount.	Average sum. 1851–1853. Rix Dollars.	Per cent. of the whole amount.
United States of America,	850	0.859	76	0.620
Belgium,	72	0.050	50	0.057
Bremen,	260	0 182	259	0.183
Denmark,	11,132	7.790	12,358	8.753
Great Britain,	34,762	24.326	35,731	25.309
France,	2,530	1.770	2,524	1.771
Greece,	6	1.004	6	0.004
Hamburg,	645	0.451	451	0.319
Hanover,	5,388	3.735	4,925	3.488
The Netherlands,	14,338	10.033	14,462	10.244
Italy (Naples),	366	0.256	396	0.281
Lubec,	1,102	0.773	1,020	0.723
Mecklenburg,	8,200	5.738	7,284	5.159
Norway,	19,326	13.523	17,956	12.718
Oldenburg,	1,439	1.007	1,571	1.113
Portugal,	46	0.032	55	0.039
Prussia,	21,933	15.348	21,456	15.198
Russia,	8,467	5.925	7,583	5.371
Spain,	24	0.017	23	0.016
Sweden,	12,054	8.435	12,137	8.597
Austria,	6	0.004	6	0.004
NON PRIVILEGED.				
Buenos Ayres,			6	0.004
Peru,	6	0.004	5	0.004
Tuscany,	6	0.004	7	0.005
Total,	142,908	100.000	141,181	100.000

On the 4th January, 1850, a meeting of the Ministers of Austria, Belgium, France, Holland, Prussia, Spain, and Sweden, and a Commissioner from Russia, met at Copenhagen, to consider the disputed question.

On the 17th of February, another meeting of the Commission took place, when the same States were represented, with the addition of a delegate from Oldenburg. At this meeting a memorandum was presented, in which Denmark offered to accept as a compensation for the abolition of the Sound Dues, a sum of 35,000,000 rix dollars (about £3,888,838), which is about fifteen and a half years' purchase of 2,248,579 rix dollars, the average net revenue from the Dues during the nine years of peace, 1842 to 1847, and 1851 to 1853. Each State interested in the commerce of the Baltic to be responsible for the sum only which is assigned to it, but the offer to be binding on Denmark, on its acceptance by all the States, that have taken part in the negotiation. If the proposal were accepted, the share of the United States of the indemnity for the dues would amount to 717,829 rix dollars, or 2·05 per cent. of the whole amount.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE DANISH WEST INDIES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$1,316,296	$485,483	$1,801,779	$1,983,574	$14,681	$309,564	46,299	633
1822	1,603,494	628,256	2,231,750	2,514,174		177,559	43,288	220
1823	1,231,152	631,002	1,862,154	1,300,504		342,097	32,932	569
1824	1,749,641	698,302	1,847,943	2,110,666		531,522	36,458	326
1825	1,281,248	568,177	1,849,425	1,492,765	56,724	156,093	37,720	712
1826	1,391,604	676,001	2,067,605	2,067,900		156,542	43,584	1,070
1827	1,463,691	538,190	2,001,881	2,299,349	47,350	263,312	44,353	810
1828	2,202,465	608,034	2,810,499	2,256,123	65,209	175,007	67,982	2,411
1829	1,942,010	282,401	2,224,411	2,053,266	61,200	154,732	56,738	1,299
1830	1,688,022	220,723	1,908,745	1,665,834	20,187	247,326	52,535	849
Total,	$15,269,023	5,336,569	20,605,592	19,744,155	265,351	2,513,754	461,889	8,899
1831	1,421,075	224,502	1,645,577	1,651,641	40,303	242,479	41,730	2,708
1832	1,393,490	282,341	1,675,831	1,119,366	38,645	97,927	39,762	3,803
1833	1,279,670	267,200	1,546,870	1,138,700	24,783	115,783	33,642	3,512
1834	1,084,202	354,808	1,439,010	1,621,826	12,114	83,873	38,757	1,727
1835	1,255,880	201,316	1,457,196	1,282,902	27,655	71,867	35,976	581
1836	1,326,392	210,092	1,536,484	1,825,369	31,548	11,675	32,965	3,231
1837	1,124,642	233,850	1,358,492	1,164,087	18,434	203,835	31,657	5,199
1838	949,769	227,417	1,177,186	1,617,747	100,467	203,841	33,168	719
1839	1,014,381	303,154	1,317,535	1,465,761	165,227	48,997	33,563	3,607
1840	918,931	180,518	1,099,449	969,177	21,429	140,187	27,700	1,197
Total,	$11,768,432	2,485,198	14,253,630	13,856,576	480,605	1,220,464	348,920	26,284
1841	769,908	82,587	852,495	1,075,530	10,931	93,303	29,464	427
1842	791,828	157,260	949,088	584,321	55,588	105,482	26,740	700
1843*	672,158	74,540	746,698	485,285	4,290	167,224	23,036	358
1844	783,192	87,130	870,322	624,447	11,980	102,113	24,548	363
1845	833,503	160,926	994,429	760,809	67,995	32,877	28,920	1,457
1846	959,452	166,464	1,125,916	752,614	100,270	91,620	27,964	1,875
1847	836,672	152,631	989,303	846,748	48,000	127,296	22,156	4,315
1848	876,969	76,874	953,843	535,738	34,096	139,831	25,579	4,065
1849	727,197	54,149	781,346	339,141	8,943	12,379	25,597	5,426
1850	867,140	114,818	981,958	267,459	273,880	58,600	19,375	2,690
Total,	$8,118,019	1,127,379	9,245,398	6,272,092	615,973	930,725	253,379	21,676
1851	902,687	125,602	1,028,289	235,894	243,580	13,834	18,233	4,175
1852	810,439	120,697	931,136	191,745	169,987	9,143	20,408	6,581
1853	913,481	41,160	954,641	184,497	338,325	7,915	14,032	9,571
1854	928,924	34,026	962,950	286,044	235,754	8,412	22,846	7,984
1855	843,111	45,353	888,464	225,308		22,155	24,247	5,120
1856	817,290	86,511	903,801	225,628	48,100	5,030	21,875	955

* 9 months to June 30, and the fiscal year from this time begins July 1.

COLONIES.

The colonial possessions of Denmark are the Färoe Islands, Iceland, Greenland, and the islands of Santa Cruz, St. Thomas, and St. John, in the West Indies. Tranquebar and Serampore, in the East Indies, were sold to the English E. India Co. in 1846. The extent and population of these in 1850 were as follows:

	Square Miles.	Population.
Färoe Islands,	495.	8,150
Iceland,	38,200	60,000
Greenland,	3,950	9,400
West Indies:		
Santa Cruz,	74	23,720
St. Thomas,	23	13,666
St. John,	21	2,228
Total,	42,763	117,164

HOLLAND (NORTH AND SOUTH),

Two contiguous provinces, and the most important of the kingdom of the Netherlands, composed of the peninsulas and islands between latitude 51° 40′ and 53° 30′ N., and longitude 4° and 5° 20′ E., having south, Holland's-Diep, and a mouth of the Rhine, west, the North Sea, and on other sides, the Zuyder-Zee and provinces of Utrecht, Gelderland, and North Brabant. Area of N. Holland, 960 square miles. Population, 1852, 506,006. Of S. Holland, 1,175 square miles. Population, 584,693. Surface uniformly flat, intersected by numerous canals, and much of it below the level of high sea-tides, but protected against these by a line of natural downs all along the west coast, and artificial dykes elsewhere.

Shipping.—The following account is given of the shipping:

	CLEARED INWARD.		CLEARED OUTWARD.	
	Ships.	Tonnage.	Ships.	Tonnage.
1850, . .	6,961	1,099,671	7,031	1,136,664
1851, . .	6,960	1,166,140	7,177	1,216,558
1852, . .	7,457	1,249,728	7,712	1,317,425
1853, . .	6,883	1,151,293	7,068	1,215,869

The Netherlands' and foreign ships were, in 1853, in the following proportions:

	CLEARED INWARD.		CLEARED OUTWARD.	
	Ships.	Tons.	Ships.	Tons.
Netherlands' flag, . .	49½ per cent.	44½ per cent.	47½	43
Foreign, ...	50½ " "	55½ " "	52½	57

To have a full view of the trade of Holland, we must not only learn its state as carried on by sea, but also by the rivers, which carry a great amount of it. Tables have been published of the merchandise which arrived, and was forwarded by way of the Rhine, in 1854. There was an increase above 1853, of 7,260 tons from Amsterdam to places on the Rhine, and of 12,328 tons from the Rhine to that city. Coffee, rice, and the oleaginous grains, are foremost in this progressive increase. The export of rice to Germany has had a remarkable increase. In 1842–52, it was only 8,666 quarters per annum. In 1853, it was 46,459. The quantity of grain sent from Amsterdam to the Rhine, in 1834, was 15,600 tons.

The vessels engaged in the river navigation, were, in 1853:

	CLEARED INWARD.		CLEARED OUTWARD.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Laden, . .	15,973	1,134,748	9,844	787,105
In ballast, . .	2,213	148,680	8,187	521,975

with 127 wood-rafts, measuring 24,328 cubic ells.

The proportion of these belonging to the Netherlands, was:

Of laden vessels, . . 8,879 Tonnage 611,578 cleared inward,
" " . . 4,615 " 376,009 cleared outward.

The remainder belonged principally to Belgium and Prussia, and in smaller proportions to Hanover, Baden, Nassau, Hesse, Bavaria, Frankfort, and Wurtemberg.

FOREIGN COMMERCE OF THE UNITED STATES WITH HOLLAND,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$1,954,513	$1,739,692	$3,694,205	$1,938,953	$132	$1,352,167	26,048	1,063
1822	2,077,368	1,524,683	3,602,051	863,995		158,651	28,683	1,281
1823	2,642,930	2,409,216	5,052,146	754,950	1,990	222,791	53,346	6,769
1824	1,597,514	617,831	2,215,345	1,210,267		239,551	24,517	1,452
1825	2,486,468	1,306,889	3,793,307	1,258,369		15,085	26,946	678
1826	1,970,199	1,899,857	3,870,056	1,106,408		151,380	32,946	1,138
1827	2,339,381	888,950	3,228,331	965,917	740	85,608	33,519	1,712
1828	1,863,767	365,646	2,229,413	1,398,572	4,300	181,283	25,515	6,179
1829	3,095,857	889,330	3,985,187	1,057,854	15,451	17,308	34,372	4,951
1830	3,354,551	675,527	4,030,078	883,408		12,197	35,220	4,515
Total,	$23,382,548	12,317,571	35,700,119	11,438,693	22,613	2,436,021	325,112	29,738
1831	1,707,292	212,860	1,920,152	989,837	5,000	16,641	23,168	1,994
1832	2,232,792	2,870,490	5,103,282	1,360,668		4,764	38,770	8,372
1833	1,634,353	722,409	2,356,762	1,166,856	26,178	5,440	22,483	6,938
1834	2,365,536	1,258,138	3,623,674	1,123,956		60,071	25,819	7,171
1835	2,345,980	187,036	2,533,016	1,590,570		50,608	18,946	6,151
1836	2,498,096	686,479	3,184,575	1,828,231			14,073	11,956
1837	2,035,589	1,322,936	3,358,525	1,886,976		32,461	13,745	22,788
1838	2,555,979	398,269	2,954,248	1,180,897	3,612	9,512	18,501	12,029
1839	1,677,352	295,651	1,973,003	2,149,732	260	2,388	11,612	12,381
1840	3,345,264	511,046	3,856,310	1,074,754	800	466	31,747	11,929
Total,	$22,398,233	8,465,314	30,863,547	14,352,477	35,850	182,351	218,864	101,709
1841	2,237,444	277,478	2,514,922	1,638,022			24,398	10,338
1842	3,236,338	386,988	3,623,326	1,067,438			33,589	18,804
1843*	1,693,327	238,140	1,936,467	430,823		12,720	23,239	2,660
1844	2,517,921	181,023	2,698,944	1,310,081		236	23,786	16,589
1845	2,753,780	268,267	3,022,047	954,344		1,500	27,859	16,547
1846	2,097,691	199,074	2,296,765	1,059,597		2,062	23,585	11,582
1847	1,885,398	129,936	2,015,334	1,247,209		14,662	17,744	17,143
1848	1,595,450	271,513	1,866,963	1,417,908	28,900		12,347	21,255
1849	2,155,328	242,027	2,397,355	1,501,643			22,536	16,460
1850	2,188,101	416,564	2,604,665	1,686,967			14,968	22,753
Total,	$22,365,778	2,611,010	24,976,788	12,314,032	28,900	31,180	224,051	154,131
1851	1,911,115	284,054	2,195,169	2,052,706			9,239	26,014
1852	2,292,848	204,681	2,497,529	1,635,561			18,759	22,923
1853	1,983,723	215,773	2,199,496	1,625,170			10,302	20,730
1854	2,299,710	142,956	2,442,666	1,695,970			15,204	15,004
1855	1,920,369	208,615	2,128,984	1,825,700			15,978	17,263
1856	3,501,110	85,318	3,586,428	2,426,479			22,557	24,977

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Amsterdam, the principal city of Holland, situated on the Y, an arm of the Zuyder Zee, in lat. 52° 22′ 17″ N., long. 4° 53′ 15″ E. From 1580 to 1750, Amsterdam was, perhaps, the first commercial city of Europe; and though her trade has experienced a great falling off since the last-mentioned epoch, it is still very considerable. In 1785 the population is said to have amounted to 235,000; in 1815 it had declined to 180,179; but its increase in the interval has been such, that it amounted in 1840 to 210,077. The harbor is spacious and the water deep; and it has recently been much improved by the construction of docks, two of which are already completed, and a third in a very advanced state. The imports principally consist of sugar, coffee, spices, tobacco, cotton, tea, indigo, cochineal, wine and brandy, wool, grain of all sorts, timber, pitch and tar, hemp and flax, iron, hides, linen, cotton and woolen stuffs, hardware, rock salt, tin plates, coal, dried fish, etc. The exports consist partly of the produce of Holland, partly and principally of the produce of her possessions in the East and West Indies, and other tropical countries, etc.

HOLLAND.

The following table will exhibit the proportions in which the trade of Holland was distributed among the different countries of the world :

COUNTRIES.	IMPORTS.		EXPORTS.	
	1852.	1853.	1852.	1853.
1. GREAT BRITAIN,	£6,954,833	£7,324,667	£5,085,167	£6,164,083
2. NORTH SEA, BALTIC, WHITE SEA, AND CENTRAL EUROPE—				
German Customs Union,	4,458,583	5,344,250	9,312,083	8,345,583
Hanover and Oldenburg,	425,000	343,750	192,917	199,167
Hamburg,	267,917	410,000	631,667	609,500
Bremen,	96,083	94,917	65,667	81,917
Lubec,	5,000	6,667	1,750	3,333
Mecklenburg,	55,667	9,417	14,333	11,083
Denmark,	184,333	163,667	106,333	83,917
Sweden,	41,417	35,250	26,667	31,500
Norway,	378,583	383,000	61,416	56,750
Russia, Baltic, and White Sea,	1,243,750	1,268,917	426,000	286,500
	7,156,333	8,059,835	10,838,833	9,709,250
3. WESTERN EUROPE—				
Belgium,	2,208,917	2,097,083	2,047,083	2,009,417
France,	1,067,583	1,044,250	859,250	974,000
Spain,	47,000	57,250	44,167	54,750
Portugal,	47,750	42,583	34,250	28,167
	3,371,250	3,241,166	2,984,750	3,066,334
4. MEDITERRANEAN AND BLACK SEA—				
Russia,	286,917	220,333	5,833	23,000
Turkey and the Levant,	226,917	143,000	304,917	284,917
Austria,	134,500	101,750	311,000	372,750
Italy,	176,333	149,083	826,000	548,000
	824,667	614,166	1,447,750	1,228,667
5. AMERICA—				
United States,	778,000	562,250	480,167	458,917
Surinam,	406,000	369,917	122,250	105,167
Curacao,	14,583	10,667	22,917	26,833
South America,	352,417	631,500	120,833	64,500
	1,551,000	1,574,334	746,167	655,417
6. ASIA, AFRICA, AND AUSTRALIA—				
Java,	6,276,333	5,310,750	1,569,500	1,817,500
China,	208,583	117,583	333	250
Coast of Guinea,	18,833	34,500	16,167	20,917
Cape of Good Hope, Canary Islands, British India,	494,750	446,333	18,083	13,333
Philippine Islands,	20,167	20,917	83	
Australia,				57,917
Totals,	7,018,666	5,930,083	1,604,166	1,909,917

On the 31st of December the merchant fleet of Holland counted in all 2,037 vessels, = 239,601 lastes burden (laste = 2 tons). The number of steamers belonging to Netherlands in 1837 was only 30, with 58 engines of 2,200 horse power. In 1853 there were 100 steamers, with 118 engines of 6,911 horse power, not including those of the royal navy. In connection with the great emigration to the gold fields of Australia, more than 50 Dutch ships were freighted in different British ports.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE DUTCH WEST INDIES.

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$533,259	$149,784	$683,043	$860,950	$34,360	$105,576	18,228	823
1822	921,072	157,704	1,078,776	1,491,023	22,450	137,328	25,642	827
1823	655,763	157,065	812,828	950,957	3,700	98,262	16,783	1,244
1824	589,775	111,984	701,759	997,800	3,000	54,408	19,071	1,406
1825	497,194	77,092	574,286	823,667		74,687	14,809	
1826	434,125	57,426	491,551	554,217	2,400	87,141	12,733	611
1827	387,573	44,162	431,735	519,706		107,810	13,374	212
1828	415,343	41,616	456,959	478,397	17	89,018	11,506	823
1829	379,874	18,667	398,541	433,132		148,027	12,217	363
1830	319,495	42,298	361,793	286,509	2,260	127,306	11,043	124
Total,	$5,133,473	857,798	5,991,271	7,401,298	68,187	1,029,563	155,406	5,933
1831	370,857	45,274	416,131	343,799	70	73,237	11,430	194
1832	357,520	46,644	404,164	328,832		35,072	9,511	80
1833	288,205	54,038	342,243	380,871		49,162	11,478	80
1834	284,552	62,136	346,688	254,192		63,494	11,266	181
1835	319,432	84,110	403,542	481,340	56,000	69,189	3,215	
1836	406,458	67,427	473,885	521,906	22,868	25,510	3,524	223
1837	291,779	30,876	322,655	419,107		49,872	6,203	563
1838	204,234	46,915	251,149	382,591	23,430	35,315	2,948	168
1839	282,042	70,975	353,017	582,284	47,625	38,766	4,020	441
1840	259,438	42,916	302,354	396,479	17,137	32,342	3,790	1,153
Total,	$3,064,517	551,311	3,615,828	4,191,401	167,130	471,959	67,385	3,083
1841	$298,699	34,194	332,893	500,197	20,668	62,063	6,666	720
1842	251,650	15,581	267,231	331,270	5,425	46,084	4,254	528
1843*	204,937	10,819	215,756	230,571		53,804	3,794	248
1844	303,488	19,848	323,286	386,283	942	64,250	4,981	89
1845	304,080	33,708	337,788	363,324	17,906	27,569	5,025	
1846	264,647	14,507	279,154	398,056	6,332	29,159	5,047	
1847	217,214	16,355	233,569	279,038	6,225	18,847	4,370	113
1848	316,666	22,147	338,813	458,615	8,909	99,357	7,394	589
1849	317,066	50,252	367,318	453,099	34,018	39,946	14,193	357
1850	364,335	56,683	421,018	530,146	41,294	43,037	9,283	161
Total,	$2,842,732	274,094	3,116,826	3,925,599	141,719	484,116	65,007	2,805
1851	366,898	138,089	504,987	572,470	158,544	26,859	7,687	806
1852	299,679	17,766	317,445	552,561	1,800	20,097	4,977	715
1853	251,258	18,789	270,047	409,185	4,090	28,076	5,988	400
1854	371,380	22,065	393,445	534,978	11,425	11,912	7,925	690
1855	232,640	7,616	240,256	438,841	6,200	15,941	9,222	96
1856	323,654	6,328	329,982	536,875	6,500	5,854	7,816	664

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL ISLANDS.

Curaçao, or Curacoa, an island in the Caribbean sea, belonging to the Dutch, off the north coast of Venezuela. Lat. 12° N.; long. 69° W. Length, forty miles; breadth, six to ten miles. Population, 1849, of Curaçoa and St. Eustache, 26,311. Shores bold; surface hilly; soil not rich, and deficient in water, yet a good deal of sugar, indigo, tobacco, and maize are raised. Principal port is Santa Anna, on the south-west side of the island, the entrance to which is narrow, but the harbor is large and secure.

Surinam, a river of Dutch Guinea, South America, traverses the center of that colony, which is sometimes called by its name, and after a northerly course of 300 miles, enters the Atlantic near Paramaribo. It receives several affluents, and is navigable in most part of its course to the foot of the mountains, and for large ships to about 30 miles from the sea. Banks in general densely wooded; below Paramaribo they are laid out in thriving plantations. Its entrance is defended by the forts New Amsterdam and Zelandia.

DUTCH EAST INDIES.

Dutch Colonies.—Java, Sumatra, Borneo, Celebes, Moluccas, Amboyna, and other islands in the East Indies; Surinam, Curaçao, and dependencies, in the West Indies, and Guinea coast, in South America.

Java, the principal of the Dutch East India islands, between latitude 5° 52′ and 8° 50′ S., and longitude 105° 15′ E., separated E. from Bali by the strait of Bali, and W. from Sumatra by the strait of Sunda, and having N. the sea of Java, and S. the Indian ocean. Length E. to W. 570 miles; breadth varies from 48 to 115 miles. Estimated area, including the contiguous island Madura, 50,000 square miles; and population, 1849, 9,560,380; comprising Europeans and their descendants, 16,308; natives, 9,401,712; Chinese, 106,033; Arabs, Bughis, etc., 31,216; slaves, 5,111. The S. coast is high and steep, with few indentations. A mountain chain extends through the center from W. to E., with a mean elevation of 1,000 feet, having numerous volcanic peaks, some of which rise to 1,000 feet. Its N. coast is low and marshy, and lined with numerous small islands. Principal river, the Solo, besides which many are navigable for several miles from the sea, or used for floating down timber and other raw produce from the interior. The rocks are chiefly basaltic and volcanic, and the soil is extremely fertile. Java is supposed to be capable of supporting many times its present amount of population. At present only about one third part of the surface is under culture; but the island is the granary of the Asiatic Archipelago. Temperature hot in the plains, but cooler in the elevated parts. Earthquakes and thunder-storms are common; hurricanes rare. Rice is the principal grain, and is cultivated all along the coast, as also in all the low grounds wherever irrigation can be effected. Coffee is the great staple of export; it is raised in most of the uplands, especially in the Preange or Prianga, regencies on the west part of the island, and, with sugar, its culture has greatly increased within the last few years. Indigo, tobacco, cotton, cinnamon, maize, and other dry grains, pulses, and vegetable oils, cocoa, and sago, are other principal products.

THE VALUES OF THE EXPORTS FROM JAVA, AND THEIR DESTINATION, IN 1846, 1836, AND 1826, WERE AS FOLLOWS:

Countries.	1846. Florins.	1836. Florins.	1826. Florins.
Netherlands,	39,603,848	27,232,588	6,513,525
Indian Archipelago,	9,326,548	6,708,153	4,357,783
Great Britain,	2,365,987	139,592	349,098
China, Macao, etc.,	1,886,703	3,318,706	1,976,192
France,	1,326,149	1,944,145	42,232
America,	1,199,644	1,002,529	211,231
Hamburg,	615,041	108,142	63,334
Sweden,	345,949	253,959	57,172
Other places,	711,868	369,315	959,735

The previous statements show that the produce and trade of Java have increased during the last dozen years with a rapidity unknown in any other colony, Cuba, perhaps, excepted; and if the resources and capabilities of this noble island be fully developed, it is quite impossible to say how much further her trade may be extended and her resources developed.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE DUTCH EAST INDIES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$133,010	$1,581,803	$1,714,813	$134,369	$1,257,995		5,610	
1822	121,441	999,571	1,121,012	353,144	877,641	$2,300	5,286	
1823	151,120	1,750,981	1,902,101	419,680	998,940	240	4,990	
1824	61,669	638,616	700,285	147,458	419,818		3,314	
1825	163,022	1,364,884	1,527,906	188,402	669,553	24,808	7,556	1,284
1826	57,506	374,957	432,463	513,556	273,069		3,282	
1827	38,859	127,749	166,608	236,447	96,222	2,067	1,143	
1828	83,710	313,277	396,987	113,462	265,480	2,000	3,028	
1829	62,074	176,318	238,392	121,348	149,550	3,393	1,955	
1830	63,273	107,293	170,566	181,848	52.600	10,000	1,501	220
Total,	$935,684	7,435,449	8,371,133	2,409,714	5,060,868	44,808	37,695	1,454
1831	128,884	631,442	760,326	319,395	480,975	4,527	6,498	
1832	24,516	503,504	528,020	668,974	426,598		7,456	680
1833	93,852	680,989	774,841	750,290	477,983	10,281	7,477	1,488
1834	115,011	466,138	581,149	582,159	386,875	1,615	8,323	346
1835	230,608	1,213,682	1,444,290	800,388	1,106,493	925	20,476	
1836	172,691	906,331	1,079,022	1,477,906	706,746	224	16,958	447
1837	263,250	285,224	548,474	1,019,769	235,828		5,441	7,340
1838	166,214	329,747	495,961	576,396	308,184	8,742	11,480	
1839	86,619	396,934	483,553	692,196	378,626	626	9,284	663
1840	132,751	202,552	335,303	817,897	176,724	21.619	1,828	485
Total,	$1,414,396	5,616,543	7,030,939	7,705,370	4,685,032	48,559	95,141	11,449
1841	178,876	224,150	403,026	266,425	203,500	8,000	5,324	
1842	85,578	193,580	279,158	741,048	178,271		794	
1843*	90,239	103,742	193,981	121,524	89,577		2,890	
1844	98,313	261,070	359,383	935,984	244,325	11,950	4,656	
1845	129,151	72,007	201,158	538,608	68,516	121	4,592	
1846	40,700	42,842	83,542	480,353	38,440		3,679	
1847	91,902	108,238	200,140	894,982	106,120		5,370	
1848	133,905	107,954	241,859	249,346	92,334		4,575	
1849	280,823	54,118	334,941	354,528	32,000		6,688	1,433
1850	180,533	262,952	443,485	444,404	219,400	1,800	4,070	3,320
Total,	$1,310,020	1,430,653	2,740,673	5,027,202	1,272,483	21,871	42,638	4,753
1851	204,430	43,140	247,570	410,148	31,500		3,016	5,651
1852	142,997	181,185	324,182	1,015,994	154,430		3,689	14,022
1853	202,822	180,884	383,706	884,583	149,800		3,526	6,605
1854	109,203	75,573	184,776	1,041,609	68,500	2,386	3,688	4,318
1855	287,937	53,886	341,823	1,032,270	37,170		8,406	3,458
1856	120,444	89,712	210,156	1,399,289	71,000	17,000	10,377	2,141

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Batavia, a city of the island of Java, the capital of the Dutch possessions in the East Indies, and the principal trading port of the Oriental Islands, lat. 6° 8′ S., long. 106° 50′ E., on the north-west coast of the island, at the mouth of the Jaccatra river, on an extensive bay. The harbor lies between the main land and several small uninhabited islands, which, during the north-western monsoon, afford sufficient shelter and good anchorage. Population in 1842, 53,860, including about three thousand Europeans; the rest are Chinese, Javanese, Malays, etc. It is built on marshy ground, and intersected by canals in the Dutch style. It is defended by a citadel and several batteries, and has a considerable garrison and marine arsenal.

The Jaccatra is navigable by vessels of 40 tons two miles inland; ships of from 300 to 400 tons anchor in the bay, one mile and a half from shore. Batavia is the great commercial emporium of the Asiatic Archipelago, and absorbs by far the greatest proportion of the trade of Java and Madura; the annual exports of which islands amount to 60,300,000 florins ($25,123,000), and the imports to 30,000,000 florins ($12,000,000).

DUTCH GUIANA,

Dutch, or *Surinam*, lies between British and French Guiana, being separated from the former on the W. by the river Corentyn, and from the latter on the E. by the Maroni; on the N. it has the Atlantic, and on the S. Brazil. It lies between latitude 1° 30′ and 6° N., and longitude 53° 30′ and 57° 30′ W., being about 300 miles in length, from N. to S., and 260 in extreme breadth. Area, about 38,500 square miles. In physical geography, climate, productions, etc., it differs but little from British Guiana. The principal river is the Surinam, which flows northward through the center of the territory, and falls into the Atlantic after a course of nearly 300 miles. It is navigable for large ships for about 4 leagues from its mouth. Along the coast, and on the banks of the river, are many settlements and plantations; and the higher parts of the country are occupied chiefly by the Maroons, the descendants of runaway negroes. In the last century they were very troublesome to the colonists, but they have now adopted more settled habits. Slavery has been recently abolished here by the Dutch government, but, in lieu of compensation, the slaves remain apprenticed, and work without wages to their proprietors for twelve years. The colony is ruled by a governor appointed by the crown, and a council elected by the freeholders. Justice is administered by a supreme court, courts of minor jurisdiction, and a court of inheritance and orphans. The receipts in 1850 amounted to £89,485; the expenditure to £85,564. On 273 plantations, consisting of 366,548 acres, 48,815 acres were under cultivation. The chief productions are sugar, rum, molasses, coffee, cacao, and cotton. Its chief trade is with Holland. Imports, in 1851, £171,395; exports, £236,162. At the close of 1850, the colony numbered 61,080 inhabitants—of whom 12,401 were Europeans and creoles, 8,000 bush negroes, 1,000 Indians, and 39,679 slaves. Of the religious sects, the Moravians amounted to 17,933, and the Jews to about 680. The live stock consisted of 168 horses, 59 mules, 5,564 cattle, 3,155 sheep, 454 goats, and 4,664 hogs. The army consists of 610 men of all arms; and the navy of 11 vessels, chiefly small. Paramaribo, the capital, is situated on the right bank of the Surinam, about 10 miles from its mouth. It is built in the Dutch style, with wide and straight streets, planted with orange-trees; and the houses are generally two stories in height, and built of wood. Population about 20,000. A little north of the town is the fort of Zeelandia, where the governor resides, and where are also most of the government establishments.

Surinam was declared a free port by proclamation dated May 1, 1848. Accounts are kept in dollars of 8 reals or 50 stivers (100 cents), and in pounds sterling. Exchange on London, $4 80 to $4 85 per pound sterling. Aves island, one of the leeward group of the West Indies, between 15° and 16° N. lat., belongs to the Dutch government. In the year 1854 extensive deposits of guano were discovered on the island of Aves, by two American ship captains, but we do not as yet learn that any shipments have been made from it. Coffee, the product of a possession of the Netherlands, imported into the United States in a vessel of the Netherlands direct from such possessions, or from the Netherlands, is admitted free of duty, under the treaty of August 26, 1852.

FOREIGN COMMERCE OF THE UNITED STATES WITH DUTCH GUIANA,

FROM OCTOBER 1, 1832, TO JULY 1, 1856.

YEARS ENDING SEPT. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	DOMESTIC.	FOREIGN.	TOTAL.	TOTAL.	EXPORT.	IMPORT.	AMER.	FOR.
1833	$92,515		$92,515	$49,326		$1,744		
1834	27,228		27,228	67,579		1,236		
1835	30,205		30,205	31,420			8,384	
1836	59,315	$2,360	61,675	33,471			10,106	
1837	54,518	1,595	56,113	44,976			6,378	2,177
1838	68,775	2,073	70,848	54,354		200	4,718	76
1839	58,863	2,803	61,666	49,008			6,637	
1840	52,118		52,118	37,766			5,729	
Total,	$443,537	8,831	452,368	367,900		3,180	41,952	2,253
1841	37,900		37,900	35,793		400	5,496	117
1842	101,055		101,055	74,764		2,578	5,454	
1843*	24,680		24,680	82,533		275	3,066	
1844	66,980	4,792	71,772	49,144			7,363	
1845	47,737	1,872	49,609	41,347			6,740	
1846	66,845	1,139	67,984	33,674			4,510	
1847	43,840	388	44,228	59,355			4,381	
1848	115,501	1,517	117,018	51,297			5,958	317
1849	104,013	52	104,065	58,281		416	5,369	1,000
1850	97,014	5,425	102,439	71,043		2,418	4,932	864
Total,	$705,565	15,185	720,750	507,231		6,087	53,269	1,798
1851	85,491	5,582	91,073	89,673			4,927	524
1852	83,952	7,282	91,234	86,738			6,262	944
1853	108,389	17,694	126,083	130,681			6,218	402
1854	53,745	7,678	61,423	104,236		18,096	2,927	130
1855	237,963	10,643	248,606	206,633		22,145	6,114	
1856	313,661	7,855	321,516	252,793	12,000	3,162	5,510	665

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

PARAMARIBO, the capital town of Dutch Guiana, on the west bank of the Surinam, five miles from its mouth in the Atlantic, lat. 5° 49′ N., long. 55° 22′ W. Estimated population, 20,000, mostly blacks. It is regularly and well built; streets unpaved, but ornamented with rows of tamarind and orange-trees; and it has Lutheran, Calvinistic, Roman Catholic, and English churches, Portuguese and German Jewish synagogues, and is the center of the trade of the colony. Fort Zeelandia, north of the town, is the residence of the governor. In a hospital for lepers, on the right bank of the Coppename, 450 patients are maintained at the expense of the colony. The Kwatta canal, begun in 1846, is the first public work executed by free laborers.

COLONIES.—In 1602 the Dutch East India Company was formed, and the Indian trade increased rapidly in magnitude and importance. Ships fitted both for commercial and warlike purposes were sent out. Amboyna and the Moluccas were wrested from the Portuguese. Factories and fortifications were established from the mouth of the Tigris along the coasts and islands of India as far as Japan. Alliances were formed with the native princes. In Ceylon, Malabar, and Coromandel, the Dutch were themselves the sovereigns. Batavia, in the large and fertile island of Java, formed the center of their Indian commerce. In 1621 the Dutch formed a West India Company. Within the short period of 15 years this association conquered the greater part of Brazil, fitted out 800 trading and warlike ships, and captured from the Spaniards and Portuguese 545 ships, which were supposed to be worth £7,500,000. In 1651 they founded the colony of the Cape of Good Hope. Between the years 1651 and 1672, when the republic was invaded by the French, the commerce of Holland seems to have reached its greatest height. Not by means of any artificial monopoly, but by the greater number of their ships, and their superior skill and economy in all that regarded navigation, the Dutch engrossed almost the whole carrying trade of Europe.

HANSEATIC LEAGUE,

An association of the principal cities in the north of Germany, Prussia, etc., for the better carrying on of commerce, and for their mutual safety and defense. This confederacy, so celebrated in the early history of modern Europe, contributed in no ordinary degree to introduce the blessings of civilization and good government into the North. The extension and protection of commerce was, however, its main object; and hence a short account of it may not be deemed misplaced in a work of this description.

Origin and Progress of the Hanseatic League.—Hamburg, founded by Charlemagne in the ninth, and Lubeck, founded about the middle of the twelfth century, were the earliest members of the League. The distance between them not being very considerable, and being alike interested in the repression of those disorders to which most parts of Europe, and particularly the coast of the Baltic, were a prey in the twelfth, thirteenth, and fourteenth centuries, they early formed an intimate political union, partly in the view of maintaining a safe intercourse by land with each other, and partly for the protection of navigation from the attacks of the pirates, with which every sea was at that time infested. There is no very distinct evidence as to the period when this alliance was consummated; some ascribe its origin to the year 1169, others to the year 1200, and others to the year 1241. But the most probable opinion seems to be, that it would grow up by slow degrees, and be perfected according as the advantage derivable from it became more obvious. Such was the origin of the Hanseatic league, so called from the old Teutonic word *hansa*, signifying an association or confederacy.

The Hanseatic confederacy was at its highest degree of power and splendor during the fourteenth and fifteenth centuries. It then comprised from 60 to 80 cities, which were distributed into 4 classes or circles. Lubeck was at the head of the first circle, and had under it Hamburg, Bremen, Rostock, Wismar, etc. Cologne was at the head of the second circle, with 29 towns under it. Brunswick was at the head of the third circle, consisting of 13 towns. Dantzic was at the head of the fourth circle, having under it 8 towns in its vicinity, beside several that were more remote. The supreme authority of the League was vested in the deputies of the different towns assembled in Congress. In it they discussed all their measures; decided upon the sum that each city should contribute to the common fund; and upon the questions that arose between the confederacy and other powers, as well as those that frequently arose between the different members of the confederacy. The place for the meeting of Congress was not fixed, but it was most frequently held at Lubeck, which was considered as the capital of the League, and there its archives were kept. Sometimes, however, Congresses were held at Hamburg, Cologne, and other towns. They met once every three years, or oftener if occasion required. The letters of convocation specified the principal subjects which would most probably be brought under discussion. Any one might be chosen for a deputy; and the Congress consisted not of merchants only, but also of clergymen, lawyers, artists, etc. When the deliberations were concluded, the decrees were formally communicated to the magistrates of the cities at the head of each circle.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE HANSE TOWNS,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$1,535,506	$597,038	$2,132,544	$990,165		$190,165	17,308	4,091
1822	1,644,226	860,789	2,505,015	1,578,757		59,151	15,750	5,157
1823	1,582,354	1,587,085	3,169,439	1,981,026	$1,800	40,572	19,504	11,747
1824	859,383	1,003,890	1,863,273	2,527,830		76,920	11,052	9,973
1825	1,144,474	1,976,559	3,121,033	2,739,526	58,050	1,972	17,260	6,488
1826	979,313	1,137,384	2,116,697	2,816,545		33,859	13,510	4,937
1827	1,693,971	1,319,214	3,013,185	1,638,558		1,965	25,274	5,707
1828	1,804,333	1,190,918	2,995,251	2,644,392		12	23,685	11,563
1829	1,998,176	1,278,984	3,277,160	2,274,375	2,000	3,844	21,962	10,894
1830	1,549,732	725,148	2,274,880	1,873,278		12,488	14,728	10,262
Total,	$14,791,468	11,677,009	26,468,477	21,064,452	61,850	420,948	180,033	80,819
1831	1,812,241	779,931	2,592,172	3,493,301		5,628	17,147	17,487
1832	2,435,542	1,652,670	4,088,212	2,865,096		5,280	18,452	25,778
1833	2,108,110	795,186	2,903,296	2,227,726		2,200	9,296	27,163
1834	2,603,571	2,056,103	4,659,674	3,355,856		17,067	16,719	27,127
1835	2,771,390	756,886	3,528,276	3,841,943		1,305		
1836	3,152,418	1,211,464	4,363,882	4,994,820		1,207	7,208	37,236
1837	2,562,357	1,192,592	3,754,949	5,642,221	43,616	12,735	6,957	48,565
1838	2,625,802	665,843	3,291,645	2,847,358	12,533	10,211	8,366	34,542
1839	2,067,608	733,459	2,801,067	4,849,150	12,103	6,125	4,892	29,998
1840	3,367,963	830,496	4,198,459	2,521,493	206	393	17,849	42,324
Total,	$25,507,002	10,674,630	36,181,682	36,638,964	68,458	62,151	106,886	290,220
1841	4,110,655	450,061	4,560,716	2,449,964	5,300	89	14,123	46,147
1842	3,814,994	749,519	4,564,513	2,274,019	605	4,062	16,779	54,060
1843*	2,898,948	392,984	3,291,932	920,865		285,267	13,937	42,075
1844	3,174,483	392,204	3,566,687	2,136,386		85,204	12,749	50,656
1845	4,106,927	838,093	4,945,020	2,912,537			16,016	59,007
1846	4,008,315	600,305	4,608,620	3,149,864		143	8,143	60,807
1847	4,068,413	266,225	4,334,638	3,622,185			12,127	56,634
1848	3,856,676	465,109	4,321,785	6,293,280	266,786	3,842	15,737	59,109
1849	2,710,243	604,682	3,314,930	7,742,864	313,775	43,519	23,385	44,264
1850	4,320,780	885,742	5,206,522	8,787,874	112,706		21,156	68,016
Total,	$37,070,439	5,644,924	42,715,363	40,289,838	699,172	372,126	154,152	540,775
1851	5,405,956	641,491	6,047,447	10,008,364	579,116	245,996	16,696	69,724
1852	6,195,927	681,030	6,876,957	8,171,411	932,128	59,319	27,521	87,500
1853	7,409,315	610,738	8,020,053	13,843,455	1,367,809	5,144	26,995	85,281
1854	10,641,596	1,444,662	12,086,258	16,966,898	3,558,319		23,765	103,220
1855	9,155,169	975,081	10,130,250	12,360,113	1,456,212	10,110	24,686	112,507
1856	13,188,985	1,050,386	14,239,371	14,458,512	1,442,493	7,752	34,433	100,844

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Bremen, one of the free Hanseatic cities, situated on the river Weser, about 50 miles from its mouth, in lat. 53° 4′ 45″ N., long. 8° 48′ E. Vessels not drawing more than seven feet of water go up to the town, but those drawing 14 to 15 feet anchor about 13 miles from Bremen. Other vessels stop at Bremerlohe, 38 miles below Bremen, where a new and spacious harbor has been constructed, called Bremen Haven.

Hamburg, a free Hanseatic city, on the north bank of the river Elbe, about 70 miles from its mouth, in lat. 53° 32′ 31″ N., long. 9° 58′ 37″ E. Vessels drawing 14 feet of water can come up at all times, and vessels drawing 18 feet can come safely up with spring tides. The largest vessels sometimes unload into lighters at Cuxhaven. There are no docks or quays, and vessels moor at piles driven into the ground, a short distance from shore.

Lubec, a famous commercial city of N. Germany, nominally the chief of the Hanse towns. Lat. 53° 52′ 1″ N., long. 10° 41′ 5″ E.

PRUSSIAN OR GERMAN COMMERCIAL UNION.

Next to the efforts of the Prussian government to diffuse the blessings of education, their efforts to introduce a free commercial system into Germany constitute their best claim to the gratitude and esteem of their own subjects, and of the world. Germany, as every one knows, is divided into a vast number of independent, and mostly petty, States. Until a very recent period, every one of these States had its own custom-houses, and its own tariff and revenue laws; which frequently differed very widely indeed from those of its neighbors. The internal trade of the country was, in consequence, subjected to all those vexatious and ruinous restrictions that are usually laid on the intercourse between distant and independent States. Each petty State endeavored either to procure a revenue for itself, or to advance its own industry, by taxing or prohibiting the productions of those by which it was surrounded; and customs officers and lines of custom-houses were spread all over the country! Instead of being reciprocal and dependent, every thing was separate, independent, and hostile; the commodities admitted into Hesse were prohibited in Baden, and those prohibited in Wirtemberg were admitted into Bavaria. It is admitted that nothing contributes so much to the growth of industry and wealth in modern times as the perfect freedom of internal industry, and that intimate correspondence among the various parts of the country, which renders each the best market for the products of the other. How different would have been our present condition had each county been an independent State, jealous of those around it, and anxious to exalt itself at their expense! But, until within these few years, this was the exact condition of Germany.

In 1852, the tariff alliance comprised:

	German Sq. Miles.	Population in 1849.
Prussia,	5,188	16,669,153
Luxemburg,	47	189,783
Bavaria and her detached territories,	1,396	4,526,650
Saxony (Kingdom of),	272	1,894,431
Wirtemberg and the two Hohenzollerns,	384	1,805,558
Hesse (Electoral),	203	7,731,584
Hesse (Duchy) and Homburg,	154	862,917
The Thuringian States,	237	1,014,954
Baden (Duchy of),	276	1,360,599
Brunswick (Duchy of),	63	247,070
Nassau,	85	425,686
Frankfort,	2	71,678
Totals,	8,307	29,800,063

Vessels Entered and Cleared.	1854.		1855.	
	Number.	Tonnage.	Number.	Tonnage.
Entered loaded,	4,794	414,803	5,434	511,661
Of which were national,	2,182	211,648	2,316	244,160
Of which were foreign,	2,612	203,155	3,118	267,501
Entered in ballast,	2,936	274,756		
Cleared loaded,	6,576	585,663	6,123	600,254
Of which were national,	2,808	277,923	2,597	272,289
Of which were foreign,	3,768	307,740	3,526	327,965
Cleared in ballast,	981	88,443		

FOREIGN COMMERCE OF THE UNITED STATES WITH PRUSSIA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821				$1,399				
1822								
1823	$7,268	$568	$7,836				120	
1824	5,163		5,163					
1825	4,918	12,650	17,568	21,250				217
1826	15,129	3,421	18,550	107,615			313	
1827	8,515		8,515	39,758			156	
1828	15,430		15,430	136,064			117	
1829	14,411		14,411	22,935			188	
1830	16,501		16,501	16,605			232	
Total,	$87,335	16,639	103,974	345,626			1,126	217
1831	27,043		27,043	50,970			387	
1832	11,116		11,116	27,927			179	
1833	12,812		12,812	124,570				
1834	15,300	3,510	18,810	14,045				299
1835	53,063	2,682	55,745	38,543			239	
1836	66,410		66,410	81,301				1,177
1837	106,558	33,427	139,985	497,829	.. .			4,625
1838	65,661	19,283	84,944	6,629			240	1,433
1839	29,313	43,500	72,813	70,412			816	1,234
1840	43,353	43,115	86,468	59,304			506	1,577
Total,	$430,629	145,517	576,146	971,530			2,367	10,345
1841	149,211	26,765	175,976	36,119			547	3,342
1842	149,141	7,547	156,688	18,192				2,063
1843*	222,039	18,330	240,369				2,173	1,905
1844	194,606	23,968	218,574	12,609			164	5,009
1845	502,007	65,114	567,121	31,082			947	9,521
1846	396,210	39,645	435,855	31,584			1,176	7,275
1847	182,259	19,907	202,166	7,608				5,127
1848	145,074	15,385	160,459	22,817				3,750
1849	34,703	9,516	44,219	17,687			240	606
1850	70,645	27,991	98,636	27,469				4,857
Total,	$2,045,895	254,168	2,300,063	205,167			5,247	43,485
1851	80,469	5,444	85,913	20,542			184	1,635
1852	93,233	153	93,386	21,263			295	1,558
1853	26,911	1,806	28,717	47,875				293
1854				47,773				295
1855	20,466	10,800	31,266	337,814				1,174
1856	70,367	9,395	79,762	161,169			208	1,327

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Dantzic, in West Prussia, in lat. 54° 20′ 48″ N., long. 18° 38′ E. It is situated on the left bank of the Vistula, about four miles from where it empties into the sea. The harbor is at the mouth of the river. The depth of water at the mouth of the river is from 12 to 13 feet; in the harbor from 13 to 14; in the river, near the town, 8 to 9 feet.

Memel, a commercial town of East Prussia, in lat. 55° 41′ 42″ N., long. 21° 8′ 14″ E. Memel is situated on the north-east side of the great bay called Curriscbo Haf, near its junction with the Baltic. The harbor is large and safe, but the bar at the mouth of the Curriscbo Haf, has seldom more than 17 feet, and sometimes not more than 14 or 15 feet; and vessels drawing over 16 feet have frequently to unload part of their cargoes in the roads, where the anchorage is indifferent.

Stettin, the principal commercial town of Prussia, on the left bank of the Oder, about 36 miles from its mouth, in lat. 53° 23′ 20″ N., long. 14° 33′ E. Vessels drawing more than eight feet of water, unload by lighters at the mouth of the river.

RUSSIA.

The Russian empire embraces nearly a half of the surface of Europe. It chiefly consists of an enormous plain, being little diversified by rising ground, except toward the Urals and the Caucasus, in the S. and E., and in the province of Finland, in the N.W. The northern part of the country is a cold and barren region of heaths and marshes; the central provinces are rich and fertile; the southern, mere steppes, or grassy, sandy, and salt plains, which afford, however, in their hollows, along the river-courses, abundance of excellent pasturage for cattle and horses. The population is chiefly agricultural, or nomadic; and the manufactures that are to be found in some places are more indebted to the fostering care of the government, and the high import duties, or absolute prohibition of foreign wares, than to native enterprise, for their origin and continuance. Russia is an immense military power, so far as that depends on the numbers of her armies; but the want of national wealth is such a drawback on military enterprise, as she has not yet been able to overcome.

EXPORTS AND IMPORTS, 1851 AND 1854.

	1851.		1854.	
	Exports. Rubles d'Arg.	Imports. Rubles d'Arg.	Exports. Rubles d'Arg.	Imports. Rubles d'Arg.
By the European frontier of the empire, .	79,221,377	78,038,315	44,075,497	44,906,535
The kingdom of Poland,	4,852,226	9,015,372	9,446,138	9,518,659
The frontiers of Asia,	11,140,293	15,734,836	9,908,018	15,601,827
Finland, . . .	2,180,561	949,089	1,908,028	331,587
Total, . .	97,394,457	103,737,612	65,337,681	70,358,608

The silver ruble of 100 copecs, of the years 1750 to 1762, was worth 4 francs 61 cent.; that of 1763 to 1807, was worth 4 francs.

NAVIGATION, 1851 AND 1854.

	1851.		1854.	
	VESSELS.		VESSELS.	
	Arrived.	Departed.	Arrived.	Departed.
Ports of the Baltic, . .	3,790	3,781	473	463
" " White Sea, . .	721	658	685	747
" " Black Sea, . .	2,585	2,598	1,183	1,409
" " Caspian Sea, .	227	305	181	211
Total, ...	7,323	7,342	2,522	2,830

The tonnage of the vessels arriving amounted to 579,396 lastes, and of the departures, 576,289 lastes, in 1851, and in 1854, 2,684,477 lastes.

Debt in 1854, 19,539,288 rubles, 29 copecs.

The origin of the Russians as a distinct branch of the Slavonians, is a moot point among archæologists. They seem to have borne at one time the name Antes, consisting of several tribes, that formed a sort of confederation. In the ninth century, Ruric, the Varangian, established himself in Novgorod the Great; and his successors, extending their dominion by conquest, established their capital at Kieff, where the dynasty reached the zenith of its power under Vladimir the Great, who introduced Christianity among his subjects, according to the creed and ritual of the Greek Church, A.D. 983.

FOREIGN COMMERCE OF THE UNITED STATES WITH RUSSIA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$127,939	$500,955	$628,894	$1,852,199			4,521	
1822	177,261	351,820	529,081	3,307,328		$300	4,325	
1823	51,635	597,099	648,734	2,258,777		1,800	2,771	
1824	92,766	139,215	231,981	2,209,663			2,201	
1825	55,191	232,210	287,401	2,067,110			3,279	
1826	11,044	163,604	174,648	2,617,169			1,386	
1827	45,510	336,734	382,244	2,086,077			3,509	117
1828	108,922	341,573	450,495	2,788,362	$13,553		2,785	286
1829	51,684	331,542	386,226	2,218,995	10,213		2,943	
1830	35,461	381,114	416,575	1,621,899	28,700		3,492	234
Total,	$757,413	3,378,866	4,136,279	23,027,579	52,466	2,100	31,212	637
1831	114,852	347,914	462,766	1,608,328	90,423		4,810	
1832	121,114	461,568	582,682	3,251,852	82,083	3,000	3,147	391
1833	223,734	480,071	703,805	2,772,550	85,494	2,192	6,498	
1834	168,627	162,067	330,694	2,595,840	1,546		4,979	300
1835	231,607	353,840	585,447	2,395,245	6,977		3,424	595
1836	326,283	584,730	911,013	2,778,554	12,000		6,196	1,199
1837	144,080	1,162,652	1,306,732	2,816,116	3,000	4,000	6,644	4,147
1838	359,047	689,242	1,048,289	1,898,396	7,070	1,000	7,253	198
1839	434,587	804,659	1,239,246	2,393,894	1,856	50	8,540	358
1840	234,856	934,625	1,169,481	2,572,427	9,231		6,018	477
Total,	$2,358,787	5,981,368	8,340,155	25,083,202	299,630	10,242	57,009	7,665
1841	146,118	879,611	1,025,729	2,817,448			7,405	808
1842	316,026	520,567	836,593	1,850,106	4,978		5,691	1,699
1843*	309,867	76,926	386,793	742,803	626	3,401	4,163	271
1844	414,882	140,532	555,414	1,059,419	1,120		6,308	1,981
1845	536,845	190,492	727,337	1,492,262			9,109	1,906
1846	535,388	97,079	632,467	1,570,054			5,451	1,543
1847	626,332	124,118	750,450	924,673			4,135	1,362
1848	1,047,582	108,428	1,156,010	1,319,084			9,588	893
1849	937,557	197,947	1,135,504	840,288		74	10,349	1,893
1850	666,435	198,506	864,941	1,511,572			5,048	3,990
Total,	$5,537,032	2,534,206	8,071,238	13,627,659	6,724	3,475	67,247	15,346
1851	1,465,704	145,987	1,611,691	1,302,782			9,241	3,239
1852	1,061,748	138,732	1,200,480	1,581,620			10,006	3,045
1853	2,313,175	143,478	2,456,653	1,278,501			11,958	5,297
1854	335,521	145,095	480,616	1,544,235			3,891	1,485
1855	48,940	20,414	69,354	250,556			1,583	
1856	600,153	86,252	686,405	330,581			9,720	550

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Odessa, a seaport of southern Russia, on the north-west coast of the Black Sea, between the rivers Dneister and Bug, in lat. 46° 28′ 54″ N., long. 30° 43′ 22″ E. The bay or roadstead of Odessa is extensive, the water is deep, and the anchorage is good—the bottom being fine sand and gravel; it is, however, exposed to the south-easterly winds, which render it less safe in winter. The port, which is artificial, being formed of two moles, one of which projects a considerable distance into the sea, and has deep water, with room for 300 ships.

Petersburg, the capital of Russia, situated at the confluence of the river Neva with the eastern extremity of the Gulf of Finland, in lat. 59° 56′ 23″ N., long. 30° 18′ 45″ E. Cronstadt, situated on a small island about twenty miles west of St. Petersburg, may in some measure be considered as the port of the latter. Almost all vessels bound for Petersburg touch here, and those drawing above eight feet of water load and unload at Cronstadt—the goods being conveyed to the city in lighters. The water to Cronstadt is ample, there being from 24 to 36 feet of water.

SWEDEN AND NORWAY.

Sweden and Norway together occupy the Scandinavian peninsula, which consists of a huge mass of mountains, falling abruptly toward the Western ocean, and in a series of long slopes toward the East sea. More than a third part of the peninsula is more than 2,000 feet above the level of the sea, and about 3,700 square English miles of its surface are within the limits of perpetual snow. Of these elevated and snowy regions, nearly 3,000 square miles of the latter, and almost the whole of the former, are in Norway. The country possesses a great diversity of soil and climate. The summer of the lowlands of Sweden is warm and dry, but very short; the winters are long and severe. The climate, however, is generally wholesome and invigorating. The climate of Norway is less extreme; not so warm in summer, nor so cold in winter, but more humid and changeable than that of Sweden, and generally less salubrious. Agriculture and fisheries are the principal employments of the population. Sweden possesses mines of iron of the best quality, which are wrought with advantage. Sweden and Norway form two distinct States, with separate governments, but are united under one crown.

COMMERCE OF SWEDEN.

NAVIGATION AND COMMERCE IN 1851.

Countries.	Arrived.		Cleared.		† Rix dollars Banco.	
	Vessels.	Lastes.*	Vessels.	Lastes.*	Importation.	Exportation.
Norway,	1,306	56,399	982	20,774	4,032,000	2,241,000
Finland,	1,536	18,697	1,442	15,996	1,453,000	276,000
Russia,	89	1,201	78	951	305,000	133,000
Prussia,	397	17,157	336	10,470	1,165,000	2,630,000
Denmark,	4,415	86,814	4,400	74,035	2,627,000	7,101,000
Mecklenburg,	171	7,802	142	5,953	32,000	448,000
Lubec,	579	21,251	462	19,801	19,129,000	4,021,000
Hamburg,	66	4,369	33	1,769	1,777,000	406,000
Bremen,	34	2,173	22	989	421,000	321,000
Hanover & Oldenburg,	6	279	5	131	1,000	38,000
Netherlands,	81	6,935	144	7,290	626,000	1,381,000
Belgium,	27	3,346	40	3,829	181,000	389,000
Great Brit. & Ireland,	1,347	125,411	1,778	172,523	9,264,000	23,093,000
France,	190	20,778	364	40,326	733,000	3,035,000
Spain,	90	10,312	73	8,891	504,000	1,081,000
Portugal,	179	17,569	82	7,256	461,000	1,392,000
Italy,	33	3,565	16	2,438	206,000	357,000
Gibraltar,	..		17	2,772		74,000
Austria,	..		2	148		253,000
Algiers,	..		25	3,776		362,000
United States,	26	5,214	35	8,385	3,250,000	2,173,000
West Indies,	10	1,256	..		601,000	
Brazil,	53	6,087	37	4,515	5,071,000	626,000
America generally,	..		12	2,101		180,000
E. Indies & Australia,	13	1,940	20	3,442	588,000	484,000
Cape of Good Hope,	..		27	3,607		315,000
Total,	10,648	418,555	10,574	422,168	52,437,000	52,810,000

* Laste—two tons. † Worth 39¾ cents U. S. currency.

FOREIGN COMMERCE OF THE UNITED STATES WITH SWEDEN AND NORWAY,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	For.	Amer.
1821	$154,213	$62,968	$217,181	$759,753		$10,139	1,616	964
1822	180,411	80,210	260,621	1,151,788			2,231	1,208
1823	151,037	147,191	298,228	1,317,242		2,000	3,050	880
1824	163,725	161,033	324,758	998,915		300	2,832	1,560
1825	222,164	112,378	334,542	1,335,896		3,080	3,435	702
1826	126,034	88,489	214,523	1,128,236		3,000	2,658	518
1827	201,488	267,553	469,041	1,015,567		4,400	3,731	1,530
1828	256,532	215,222	471,754	1,570,788			5,065	1,776
1829	122,663	126,971	249,634	1,020,910		3,000	2,255	1,114
1830	181,353	189,949	371,302	1,168,110	$773	1,110	3,502	2,023
Total,	$1,759,620	1,391,964	3,151,584	11,467,145	773	27,029	30,375	12,275
1831	190,511	86,519	277,030	901,812			3,232	472
1832	214,048	152,365	366,413	1,097,394			1,868	3,078
1833	244,587	70,262	314,849	1,168,697			1,806	2,898
1834	277,237	128,562	405,799	1,079,327			1,437	3,486
1835	416,078	100,160	516,238	1,285,178			1,520	2,703
1836	528,933	89,558	618,541	1,243,189			1,926	2,807
1837	211,700	208,704	420,404	1,399,901			1,331	4,084
1838	210,745	66,686	277,431	854,771		5,027	1,412	1,639
1839	337,000	26,502	363,502	1,552,684			797	2,608
1840	435,092	115,134	550,226	1,217,913			1,118	5,936
Total,	$3,065,981	1,044,452	4,110,433	11,801,866		5,027	16,447	29,711
1841	563,766	38,553	602,319	1,209,881		2,000	2,215	3,816
1842	238,948	105,970	344,918	890,934			1,311	5,161
1843*	18,331	15,807	34,188	227,356			780	488
1844	217,870	12,231	230,101	421,834			...	4,629
1845	250,567	22,761	273,328	627,938			349	6,248
1846	362,792	39,545	402,337	724,865			693	7,765
1847	391,847	28,340	420,187	613,698				6,263
1848	625,972	32,844	658,816	756,817			2,138	10,548
1849	725,281	38,506	763,787	731,846			1,531	14,718
1850	668,580	51,610	720,190	1,032,117			649	9,822
Total,	$4,064,004	386,167	4,450,171	7,231,286		2,000	9,666	69,458
1851	760,800	21,566	782,366	967,237			1,545	9,093
1852	732,846	25,322	758,168	775,418			3,640	6,547
1853	833,533	18,735	852,268	447,332			3,217	6,153
1854	1,085,602	39,324	1,124,926	515,178			4,731	4,896
1855	949,017	28,793	977,810	848,900			4,601	4,850
1856	1,871,645	47,718	1,919,363	871,245			9,461	8,550

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Gottenburgö, or more properly Göthaborg, on the south-west coast of Sweden, bordering the Cattegat, near the mouth of the river Gotha, lat. 57° 42′ 4″ N., long. 11° 57′ 45″ E. Vessels do not come up close to the city, but lie in the river or harbor, at a short distance from the shore—goods being conveyed to and from them by lighters. The depth of water in the port is 17 feet, and there is no tide, bar, or shallow.

Stockholm, the capital of Sweden, situated at the junction of Lake Mæler with an inlet into the Baltic. The entrance to the harbor is intricate and dangerous, and should not be attempted without a pilot; but the harbor itself is capacious and excellent—the largest vessels lying in safety close to the quays.

Bergen, the first commercial city of Norway, situated at the head of a deep bay, in lat. 60° 24′ N., and long. 5° 20′ E. The bay is inclosed on all sides by rugged rocks and islands; the water is deep, but the entrance to the town is difficult, and needs a pilot.

NORWAY.

Norway (Kingdom of), (Swed. *Norrige*, German *Norwegen*), a country of North Europe, united to the crown of Sweden, and forming the N.W. part of the Scandinavian peninsula, capital Christiana. It extends from Cape Lindesnaes latitude 57° 57′ 8″, to the North Cape, latitude 71° 10′ 3″ N., and between longitude 4° 50′ and 31° 15′ E.

Owing to the difficulty of transport, all the seats of industry, and the only towns, are on the coast, and chiefly on the Gulf of Christiana. Ship-building is actively carried on in the ports. In the middle ages, the commerce of Norway consisted exclusively in the exportation of fish, and this is still the most important article of trade. Next to this is the export of timber, which was commenced by the Dutch in the sixteenth century; and, lastly, the products of the mines and metal forges. The timber exported annually amounts to 200,000 lastes, value 1,685,000 specie dollars.

COMMERCE OF NORWAY, IN 1853.

COUNTRIES.	ENTERED.		CLEARED.	
	Vessels.	Commercial lastes.*	Vessels.	Commercial lastes.*
Sweden,	569	8,772	872	26,984
Russia,	669	11,768½	805	17,271½
Prussia,	291	5,564	345	6,531
Mecklenberg,	6	157	10	205
Lubec,	4	191½	4	50½
Denmark,	3,578	47,497	3,503	46,247½
Altona,	128	3,621½	57	1,667½
Hamburg,	83	3,613½	19	565½
Bremen,	107	3,399	92	1,751½
Oldenburg,	66	1,655	28	616
Hanover,	249	5,566½	254	5,703
Netherlands,	1,010	62,980	1,010	63,064
Belgium,	51	2,666½	61	2,168
Great Britain,	2,077	130,244½	1,848	126,900½
France,	941	58,673	1,183	74,771½
Spain,	72	4,160½	128	5,502½
Portugal,	149	9,367	4	220½
Gibraltar,			1	35
Sardinia,	4	307	2	73
Roman States,	..	...	1	49½
The Two Sicilies,	6	883½	10	553
Austria,	..	...	3	158½
Turkey,	5	372	4	198½
British Am. Colonies,	..	...	57	9,691
U. States of America,	3	617½	11	1,261½
Cuba,	3	218	4	242
West Indies,	..	...	5	179½
Brazil,	6	565	3	222
Australia,	..	...	2	198½
Trinidad,	1	176	..	
Java,	2	304½	..	
Baltic Sea,	..	...	29	1,571½
Ports north-west,	26	753½	38	1,045
Ports south-west,	..	...	57	3,964½
Total,	10,106	364,094	10,450	399,663
Of which were loaded,	4,247	101,605	9,989	363,799
Of which were in ballast,	5,859	262,489	461	35,863

* Laste = two tons.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE SWEDISH WEST INDIES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$507,077	$53,149	$560,226	$611,116		$292,738	20,774	888
1822	569,566	91,247	660,813	393,119		76,583	16,282	1,080
1823	241,701	18,362	260,063	185,808		44,181	8,174	354
1824	204,983	39,687	244,670	102,835		22,520	8,263	340
1825	193,761	41,247	235,008	81,702		36,553	7,159	133
1826	120,573	23,284	143,857	163,946		40,429	4,437	
1827	416,822	25,014	441,836	209,535		82,920	16,277	
1828	611,584	23,616	635,200	375,995		109,656	26,553	635
1829	684,523	23,791	708,314	283,049		100,741	28,246	328
1830	552,700	37,727	590,427	230,530		157,874	19,960	984
Total,	$4,103,290	377,124	4,480,414	2,637,635		964,195	156,116	4,742
1831	251,937	11,111	263,048	218,918		111,142	7,199	552
1832	141,249	7,478	148,727	53,410		22,215	4,651	644
1833	100,163	5,057	105,220	32,202		8,935	3,395	283
1834	81,040	7,902	88,942	47,214	$2,400	24,429	2,619	236
1835	72,714	13,641	86,355	31,330		22,013	2,599	217
1836	80,225	1,620	81,845	56,414		10,002	2,052	
1837	84,114	3,005	87,119	68,977		27,207	2,628	84
1838	74,140	4,281	78,421	46,019		26,013	1,945	
1839	103,282	4,130	107,412	12,458		3,960	2,184	139
1840	98,710	3,610	102,320	57,545		49,947	2,203	139
Total,	$1,087,574	61,835	1,149,409	624,487	2,400	305,863	31,475	2,291
1841	165,184	3,707	168,891	19,760		13,607	3,455	95
1842	129,727	3,320	133,047	23,242		19,475	2,663	726
1843*	31,228	2,346	33,574	51,318		45,823	949	...
1844	63,884	1,360	65,244	23,719	1,000	22,399	1,478	141
1845	88,886	1,453	90,339	12,119		8,473	2,135	
1846	138,121	3,448	141,569	5,285	1,012	2,450	2,329	
1847	110,062	3,659	113,721				1,607	
1848	75,496	800	76,296	13,785		9,589	2,250	79
1849	95,128	737	95,865	15,982		9,918	2,684	547
1850	98,176	1,166	99,342	2,193		500	2,454	382
Total,	$995,892	21,996	1,017,888	167,403	2,012	132,234	22,004	1,970
1851	61,157	745	61,902	29,001		19,587	1,319	
1852	90,802	1,993	92,795	4,284		3,229	2,287	125
1853	31,024	1,191	32,215	6,876	.. .	4,539	1,136	
1854	12,741		12,741	22,596		13,156	367	
1855	68,856	391	69,247	32,229		16,816	1,365	146
1856	60,702		60,702	10,192		2,829	1,012	85

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL ISLAND.

Swedish West Indies.—The island of St. Bartholomew is the only possession of the Swedes in America. It belongs to the Leeward group, and is situate centrally in 17° 50′ N. lat., and 62° 52′ W. long., distant 12 miles from St. Martin, and about 30 from St. Christopher. It is about eight miles long by from two to three miles wide, and contains an area of about 25 square miles. Capital, Gustavia. The island is of an irregular shape, and deeply indented by numerous small sandy bays, separated by bold and steep rocky acclivities, of moderate height. In the interior it is hilly, but its loftiest elevations are less than 1,000 feet. In most parts it is barren and sterile, but has numerous well-cultivated valleys. It produces all the staples of the West Indies—cotton, sugar, tobacco, indigo, etc., and also lignum vitæ and iron wood. Its only exports are cattle and some salt. Water is scarce, and the inhabitants depend for supply on the rains. The only harbor is La Carenage, a safe and commodious one, and much frequented. It is on the west side of the island. Close by is Gustavia, the principal town, a thriving place.

SPAIN (ESPANA),

Iberia, Hispania, a country of S.W. Europe, occupying the greater part of the Iberian peninsula, and often termed colloquially "the Peninsula," extending between latitude 36° 1′ and 43° 45′ N., and longitude 3° 20′ E., and 9° 21′ W., bounded north by the Bay of Biscay and the Pyrenees, which separate it from France, east by the Mediterranean, south by the Mediterranean and the Straits of Gibraltar, and west by Portugal and the Atlantic Ocean. Capital, Madrid. The principal islands of Spain are the Baleares or Balearic islands, in the Mediterranean; off the coast are the island of Leon, islets in the Bay of Vigo, and others at the mouth of the Ebro.

COMMERCE OF SPAIN IN THE YEAR 1854.

COUNTRIES.	EUROPE. Imports.	Exports.	COUNTRIES.	AFRICA. Imports.	Exports.
Austria, .	1,040,527	874,013	Algiers, .	354,269	7,971,208
Belgium, .	2,915,839	3,849,715	Egypt, .	1,971,748	20,160
Brem., Ham.,	4,404,303	14,031,459	Mor., Tunis,	268,659	579,848
Sardinia, .	4,727,877	26,454,925	Port. Poss.,	32,000	76,849
Denmark, .	395,368	10,985,836	Total, .	2,626,676	8,648,065
Two Sicilies,	42,920	1,430,458		AMERICA.	
Roman States,	3,610,425	877,162	Cuba, P. R.,	148,546,232	161,013,480
France .	173,589,279	238,421,957	Brazil, .	6,395,792	9,056,339
Netherlands,	3,821,034	4,630,929	Chili, .	222,380	7,785,872
England, .	158,324,624	305,220,302	Equador, .	12,142,536	30,000
Portugal, .	5,527,270	31,995,902	United States,	111,723,886	57,312,251
Prussia, .	102,509	7,408,274	Guatemala, .	2,511,390	73,050
Russia, .	1,183,709	2,959,131	Mexico, .	596,370	7,124,692
Sweden, .	24,083,380	4,276,887	New Grenada,	20,040	
Tuscany, .	2,395,346	12,872,205	Peru, . .	8,654,520	3,623,274
Turkey, .		1,560,021	Rio de Plata,	10,555,391	32,686,464
Great Britain,	56,050,509	14,819,880	Uruguay, .	725,054	6,816,698
Total, .	442,214,919	682,669,056	Venezuela, .	27,118,037	1,435,037
	ASIA.		Danish Col.,		411,037
Philippines,	25,229,166	7,631,364	French Col.,		16,000
English Pos.,	6,506	2,101,264	English Col.,	13,323,623	5,068,840
Zanzibar, .	872,726		Total, .	342,535,251	292,453,634
Total, .	26,108,398	9,732,628	Total, reals,	813,485,244	993,502,783

		ENTERED.		CLEARED.	
		Vessels.	Tons.	Vessels.	Tons.
1853	Loaded, . . .	6,698	795,140	5,787	629,681
	In ballast, . .	2,068	189,837	1,041	158,130
Total, ...		8,766	984,977	6,828	787,811
1854	Loaded, . . .	6,473	756,525	7,376	828,897
	In ballast, . .	2,974	306,809	696	95,326
Total, ...		9,447	1,063,334	8,072	924,223

Spain is rich in minerals, especially mercury, iron, copper, and lead. The celebrated gold and silver mines of the time of the Romans, have long been abandoned, but mercury is extracted in great abundance from the mines of Almaden. Lead forms an important branch of mining industry. Coal is found chiefly in the Asturias, copper, tin, zinc, antimony, arsenic, and cobalt, are common, and rock salt is abundant in the hills of Cardona.

FOREIGN COMMERCE OF THE UNITED STATES WITH SPAIN ON THE ATLANTIC,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$324,706	$189,900	$514,606	$254,025		$21,200	8,604	
1822	116,270	67,742	184,012	324,535	$3,030	3,500	3,079	177
1823	130,966	65,966	196,932	508,487		5,569	4,628	
1824	140,436	366,434	506,870	259,560		91,994	6,084	
1825	73,515	82,722	156,237	244,664		800	2,345	
1826	71,313	22,227	93,540	332,719		2,390	3,620	435
1827	74,761	47,178	121,939	154,385		2,300	2,245	
1828	40,946	199,953	240,899	210,684	33,600	245	2,989	750
1829	545,753	139,732	685,485	327,409	50,000	14,450	12,719	1,550
1830	538,956	61,327	600,283	461,267		25,475	9,387	
Total,	$2,057,622	1,243,181	3,300,803	3,075,735	86,630	167,923	55,650	2,912
1831	235,584	63,428	299,012	566,072	4,000	46,439	4,598	1,068
1832	302,584	44,681	347,265	677,483	2,050	9,029	6,033	2,093
1833	201,619	24,571	226,190	337,794	1,321	34,438	5,723	1,537
1834	202,744	25,033	227,777	640,869	9,605	2,491	6,136	1,524
1835	430,984	87,230	518,214	468,969	76,412	2,328	9,247	1,411
1836	604,929	46,280	651,209	793,708	26,214	3,490	5,971	4,021
1837	230,099	46,750	276,849	465,467	15,050	10,428	2,724	5,843
1838	137,405	12,470	149,875	234,200	12,239	78,766	5,301	1,537
1839	316,144	32,014	348,158	263,193	3,520		15,129	1,617
1840	137,835	5,839	143,674	220,815	1,370	3,767	11,160	2,419
Total,	$2,799,927	388,296	3,188,223	4,668,570	151,781	191,086	72,022	23,070
1841	293,323	17,822	221,145	190,727	12,020	3,200	7,557	1,474
1842	333,222	1,200	334,422	79,735		1,842	11,656	2,598
1843*	50,100	240	50,340	49,029		7,195	2,298	302
1844	569,631	23,808	593,439	252,127	17,743	5,148	10,427	135
1845	271,283	550	271,783	117,158		1,876	6,528	672
1846	345,442		345,442	147,363		4,650	6,758	2,871
1847	770,748	10,115	780,863	274,708	9,500	55,592	9,585	1,174
1848	597,797		597,797	277,105		55,429	12,926	2,269
1849	169,071	31,479	200,550	313,490	28,157	24,413	17,243	2,234
1850	605,659	28,558	634,217	380,181	27,613		13,706	10,583
Total,	$3,916,226	113,772	4,029,998	2,081,623	95,033	159,345	98,684	24,052
1851	958,713	1,075	959,788	451,797			14,688	12,424
1852	498,314	28,208	526,522	312,096	25,700		10,968	8,406
1853	631,494	15,551	647,045	635,646	12,581	2,960	10,768	6,229
1854	1,390,348		1,390,348	538,504		14,032	8,940	3,164
1855	1,189,158	151,117	1,340,275	518,440			22,254	6,570
1856	1,417,949	10,306	1,428,255	582,025			18,223	7,897

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Cadiz, the principal commercial city and seaport of Spain, on its south-western coast, on the rocky and elevated extremity of a narrow, low peninsula, or tongue of land, projecting from the Isla de Leon, N.N.W. about 4¼ nautical miles. It is surrounded on all sides, except the south, where it joins the land, by the sea, and is very strongly fortified. Population in 1837, 58,525. It is well built, and has, at a distance, a very striking appearance. The tower or lighthouse of St. Sebastian stands on the western side of the city, being in lat. 36° 31′ 7″ N., long. 6° 18′ 52″ W. It is a most conspicuous object to vessels approaching from the Atlantic. The light, which is 172 feet high, is of great brilliancy, revolves once a minute, and in fair weather may be seen more than six leagues off.

Bay of Cadiz.—The entrance to this noble basin lies between the city and the town and promontory of Rota, bearing N.W. by N., distant about 1¾ leagues. The bay is of very great extent, affording, in most places, good anchorage. The port is on the eastern side of the city, where a large mole has been constructed.

SPAIN.

Spanish Commercial Policy.—It is the peculiar misfortune of Spain that every part of her political system has been alike vicious and objectionable. Had her commercial policy been liberal, it would, in some degree, have compensated for the defects in the distribution of property and political power, and would, no doubt, have given a powerful stimulus to industry. But, unluckily, it has been in perfect harmony with her other institutions, and was, in all respects, worthy of the favorite seat and stronghold of the Inquisition. From the reign of Ferdinand and Isabella down almost to yesterday, the grand object of the Spanish government, next to the extirpation of heresy, has been to exclude foreign manufactures from the Peninsula, and to preserve a monopoly of its markets, as well as of those of the colonies, to the home manufacturers. It is, however, almost needless to say, that their efforts to bring about this result have been signally unsuccessful. Oppressive taxes, with the multiplication of fasts and holy-days, the government monopolies, and the badness of the roads and other means of communication, made it impossible for the Spanish manufacturers, even if they had evinced greater enterprise and industry than they have done, to produce manufactured articles as cheap as the English, French, and others less unfavorably situated. And such being the case, it is plain that the prohibition of certain descriptions of commodities, and the oppressive duties laid on others, could have no effect except to suppress the legitimate commerce of the country, and to throw it wholly, or almost wholly, into the hands of smugglers. Any one who takes up a map of Spain must be satisfied at a glance that it would be impossible for an army of customs officers to prevent her being deluged with smuggled products, provided they were materially cheaper than her native products; for, beside her extensive sea frontier, they may be introduced by way of France and Portugal, and also through the Basque Provinces, which have distinct laws, and enjoy an exemption from the commercial code inflicted on the rest of the kingdom. We need not, therefore, be surprised that every effort to prevent the clandestine introduction of foreign products completely failed. The severities occasionally inflicted on the smugglers, instead of abating, seems really to have increased, the evil. The contraband trade has long been a favorite occupation, and has been eagerly followed by the adventurous, the necessitous, and the desperate. It is believed that for nearly three centuries from 100,000 to 150,000 individuals have been pretty constantly engaged in this occupation; that is, they have been engaged in trampling on the laws, obstructing their officers, and committing acts of violence and blood. A few years ago about 3,000 actions were annually instituted against contrabandistas and others engaged in illicit trade, which terminated in the ruin of a vast number of families; at the same time that the courts of law were filled with perjury, and the country with bloody conflicts. And yet these atrocities secured no one object that the government had in view.

Notwithstanding their being absolutely prohibited, English and French cotton goods might, in 1848, be bought in every shop in Madrid, and generally throughout Spain; the former at from 20 to 30 per cent. above their price in Gibraltar, where they are about as cheap as in Manchester.

FOREIGN COMMERCE OF THE UNITED STATES WITH SPAIN ON THE MEDITERRANEAN,

FROM OCTOBER 1, 1820, TO JULY 1, 1856.

YEARS ENDING SEPT. 30	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONNAGE CL'D.	
	DOMESTIC.	FOREIGN.	TOTAL.	TOTAL.	EXPORT.	IMPORT.	AMER.	FOR.
1821	$24,225	$915	$25,140	$288,368		$5,002	1,174	
1822	525,200	1,354	526,554	503,656		2,796	2,489	177
1823	20,876	19,447	40,323	473,539		8,540	874	
1824	9,840		9,840	308,657		47,159	756	356
1825	18,814	6,335	25,149	332,999			1,568	
1826	80,964	20,046	101,010	332,398		1,400	1,462	
1827	62,353	7,112	69,465	460,350		19,200	1,912	
1828	66,844	51,193	118,037	421,476		1,250	3,066	218
1829	185,952	45,700	231,652	474,120		15,800	4,516	
1830	145,556		145,556	543,271		13,436	3,017	
Total,	$1,140,624	152,102	1,292,726	4,138,834		114,583	20,831	746
1831	75,121	7,198	82,319	709,022		8,130	1,905	536
1832	186,864	1,054	187,918	740,701		430	3,286	1,808
1833	136,150	546	136,696	806,714		1,994	4,845	2,059
1834	187,473		187,473	1,112,365		3,000	4,625	2,886
1835	93,949	43,798	137,747	826,709	$25,500	31,683	6,374	3,204
1836	278,528		278,528	1,600,781			6,515	3,621
1837	324,187	30,246	354,433	1,931,689	21,800	2,100	1,846	4,838
1838	336,904	2,595	339,499	868,336	1,866	11,540	1,853	4,736
1839	209,724	19,000	228,724	1,597,978	19,800	2,800	5,637	2,038
1840	215,584	3,035	218,619	1,463,350		8,634	4,006	
Total,	$2,044,484	107,472	2,151,956	11,658,145	68,966	70,311	40,892	25,726
1841	173,633	9,997	183,630	1,119,969	9,534	16,184	4,843	
1842	221,898	16,578	238,476	1,065,640			5,319	90
1843*				415,069		58,777	470	
1844	15,766	23,340	39,106	381,237	23,340	30,483	865	
1845	55,700	28,808	84,508	954,628	28,808	111,562	3,909	1,056
1846	82,435	47,718	130,153	864,416	47,718	15,406	5,809	327
1847	1,188,340	41,063	1,229,403	1,016,551	25,000	126,642	7,266	16,326
1848	1,741,474	6,875	1,748,349	919,346	6,875	34,039	9,189	27,313
1849	1,619,423	19,827	1,639,250	1,005,687	19,827	112,228	5,603	28,073
1850	3,256,362	96,855	3,353,217	1,702,214	85,792	407,188	9,867	34,297
Total,	$8,355,031	291,061	8,646,092	9,444,757	246,894	912,509	53,140	107,482
1851	4,457,331	137,472	4,594,803	1,710,776	107,043	8,480	9,576	44,014
1852	2,718,504	114,237	2,832,741	1,443,975	87,965	1,500	6,174	37,631
1853	3,723,656	34,297	3,957,953	1,458,879	34,297		7,600	38,130
1854	3,212,368	31,040	3 243,408	1,579,074	31,040		12,140	37,224
1855	3,375,680	203,701	3,579,381	1,935,372	6,126	26,333	18,878	33,777
1856	5,948,380	57,683	6,006,063	1,650,441	29,450	19,500	12,135	60,067

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

ALICANT, a seaport of Spain, in Valencia, lat. 38° 20′ 41″ N., long. 0° 30′ W. The harbor is open and spacious, between cape de la Heurta on the north-east, and Isla Plana on the south, distant from each other about ten miles. Ships of considerable burden moor from one fourth to one mile from shore, in from 30 to 40 feet of water; they are exposed to all winds from the E.N.E. to S. by W.; but the holding-ground is good, and there is no instance of a ship having been driven from her moorings in the past twenty years.

BARCELONA, the principal town of Spain on the Mediterranean, in lat. 41° 22′ N., and long. 2° 10′ E. The harbor is naturally bad, and is formed by a mole or jetty. The depth of water within the mole is from 18 to 20 feet; but there is a bar between the mole and Monjni, and which has frequently not more than ten feet. Vessels inside the mole are safe. Large vessels have to anchor outside, and are much incommoded by the winds.

BILBAO, sometimes incorrectly written BELBOA, a Sp. seaport in the bay of Biscay.

CANARY ISLANDS.

They lie in the North Atlantic Ocean, between the parallels of latitude 27° 40′ and 29° 30′ N., and the meridians of longitude 13° 30′ and 18° 20′ W. The names of the seven principal islands, their respective area in English square miles, and their population in 1835, are given in the following table:

ISLANDS.	Area.	Population.
Teneriffe,	877·7	85,000
Grand Canary,	758·3	68,000
Palma,	718·5	33,000
Lanzarote,	323·5	17,400
Fuerteventura,	326·1	13,800
Gomera,	169.7	11,700
Hierro,	82·2	4,400

Fuerteventura lies nearest to the African coast, the interval being between 50 and 60 miles. Besides these, there are many islets, most of which are uninhabited. The grape disease made its appearance at the Canaries in 1853, and destroyed nearly the whole crop. Previously the total annual produce was estimated at about 40,000 pipes, of which 25,000 pipes were produced in Teneriffe. Between 8,000 and 9,000 pipes were exported. The price per pipe on board, ranged from £8 to £20. Some of the wine is distilled into good brandy. Sumach for the tanners, canary-seed, and a little flax, are grown. The gardens produce, in addition to the vegetables of the English gardens, pumpkins, gourds, yams (taro), garlic, red-pepper, and the castor-oil plant. The fruit-trees are badly managed, so that the fruit is generally inferior. Here are found fruits from every quarter of the globe, including oranges, figs, bananas, dates, pine-apples, pomegranates, papaws, guavas, custard apples, and prickly pears (the fruit of the cactus). There are no cocoa-nut-trees or bread-fruit-trees, as Humboldt reports. A little oil is obtained from the olive, in Grand Canary. The agave is abundant, and supplies a material for ropes, girths, etc. The leaves of the date palm are made into hats and baskets. A good deal of orchilla lichen is gathered for exportation; and the ice-plant is cultivated for barilla. The sugar manufacture, once so largely carried on, has fallen before the American and West Indian trade; the only two existing mills are on Palma. Wine having been for some time so little remunerative, other things have received attention, the chief of which is the cochineal insect, which feeds on the common cactus (*Opuntia tuna*), and is now largely produced on all the islands, land formerly occupied by grain and vines being devoted to its cultivation. The insect has not been long introduced, but the cultivation has rapidly extended. In 1849, 800,000 pounds were exported, principally to France and England. Since that year, the exports have much increased; the price paid to the Canary exporter, is about one dollar per pound. The silkworm is reared to a small extent, chiefly on Palma. Raw silk is exported, and some is manufactured on the spot into stockings, ribbons, etc. Some linen and woolen stuffs of a coarse kind are made for home consumption, but the great bulk of the clothing in use is of foreign manufacture. The chief exports are wine, cochineal, barilla, and orchilla. The imports consist of woolen, silk, cotton, and iron manufactures, glass, etc.

FOREIGN COMMERCE OF THE UNITED STATES WITH TENERIFFE AND THE CANARIES,

From October 1, 1820, to July 1, 1855.

Years ending Sept. 30.	Exports.			Imports.	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$74,828	$48,637	$123,465	$265,089	$7,284		3,003	92
1822	85,937	29,140	115,077	241,195	3,650	$470	2,849	
1823	58,002	21,216	79,218	203,484		600	2,296	
1824	42,845	20,144	62,989	95,579	6,767	3,600	1,732	130
1825	70,380	21,271	91,651	165,718	6,240		3,067	119
1826	42,761	21,742	64,503	173,399	4,607		1,901	
1827	46,163	39,817	85,980	123,360	4,316	4,064	2,163	
1828	33,529	8,551	42,080	222,740	2,350	1,700	1,516	
1829	42,839	23,317	66,156	25,283	8,108		1,714	
1830	19,040	610	19,650	99,878			796	
Total,	$516,324	234,445	750,769	1,615,725	43,322	10,434	21,037	341
1831	34,931	3,446	38,377	125,159			1,418	
1832	14,567	7,851	22,418	154,837	6,975	2,160	925	
1833	24,313	15,355	39,668	148,090	8,000		2,342	97
1834	20,638	787	21,425	148,130			1,826	352
1835	40,195	12,710	52,905	196,862	4,842	679	2,151	194
1836	21,687	4,264	25,951	203,953	2,661	670	1,615	
1837	27,553	7,648	35,201	255,276	7,200		2,157	
1838	34,619	18,686	53,305	151,366	12,540	533	2,177	
1839	15,572	11,939	27,511	196,755	11,652	190	1,192	
1840	11,816	11,579	23,395	150,522	9,000		713	568
Total,	$245,891	94,265	340,156	1,730,950	62,870	4,232	16,516	1,011
1841	12,290	3,499	15,789	144,654			1,200	
1842	12,723	518	13,241	91,411			426	473
1843*	7,099	3,925	11,024	15,058			486	
1844	14,493	1,042	15,535	61,653		1,900	861	148
1845	5,895		5,895	55,032			467	387
1846	13,072	4,840	17,912	62,095			645	
1847	15,148		15,148	61,864			856	
1848	9,921	1,229	11,150	35,061			839	115
1849	17,810	654	18,494	38,919			912	235
1850	20,524	5,065	25,589	85,223	4,840		647	1,376
Total,	$129,005	20,772	149,777	650,970	4,840	1,900	7,339	2,734
1851	13,540	5,639	19,179	27,718	5,506		753	157
1852	16,471	45	16,516	51,615			793	1,183
1853	23,215	1,000	24,215	84,021		460	1,046	1,235
1854	19,316	804	20,120	39,598			1,046	
1855	43,211	3,086	46,297	45,155			2,147	1,356

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

The ports of Santa Cruz de Teneriffe, Orotava, Ciudad Real de los Palmas, Anecciffe de Langarole, Puerto de Cabras, and San Sebastian, in the Canary Islands, having been declared free by royal decree, proclaimed on the 10th of October, 1852, and vessels of the United States and their cargoes arriving in said ports being thus placed on the same footing with those of Spain, no discriminating duty is levied on Spanish vessels and their cargoes arriving from those ports in the ports of the United States; provided that on every such arrival the required consular certificate be filed with the collector of the port.

Teneriffe, the largest island of the group, lies between Canary and Gomera. It is of an irregular shape, 60 miles in length, with an extreme breadth of 30 miles. Not more than one seventh is cultivable. A chain of mountains traverses the island in the direction of its greatest length, and in the middle of the broadest part rises the celebrated peak locally known as the Pico de Teyde, which, with its supports and spurs, occupies nearly two thirds of the whole island.

MANILLA.

Manilla, the capital of Luconia, the largest of the Philippine Islands, and the principal settlement of the Spaniards in the East, in latitude 14° 36′ 8″ N., longitude 120° 53½′ E. Population about 100,000, of whom from 4,000 to 5,000 may be Europeans. Manilla is built on the shore of a spacious bay of the same name, at the mouth of a river, navigable for small vessels a considerable way into the interior. The smaller class of ships anchor in Manilla roads, in 5 fathoms, the north bastion bearing N. 37° E., the fishery stakes at the river's mouth N. 18° E., distant about a mile; but large ships anchor at Cavita, about three leagues to the southward, where there is a good harbor, well sheltered from the W. and S.W. winds. The arsenal is at Cavita, which is defended by fort St. Philip, the strongest fortress on the islands. The city is surrounded by a wall and towers, and some of the bastions are well furnished with artillery.

Though situated within the tropics, the climate of the Philippines is sufficiently temperate; the only considerable disadvantage under which they labor in this respect being that the principal part of the group comes within the range of the typhoons. The soil is of very different qualities; but for the most part singularly fertile. They are rich in mineral, vegetable, and animal productions. It is stated in a statistical account of the Philippines, published at Manilla in 1818 and 1819, that the entire population of the islands amounted to 2,249,852, of which 1,376,222 belonged to Luconia. There were, at the period referred to, only 2,837 Europeans in the islands, and little more than 6,000 Chinese. The natives are said to be the most active, bold, and energetic, of any belonging to the eastern Archipelago. "These people," says a most intelligent navigator, "appear in no respect inferior to those of Europe. They cultivate the earth like men of understanding; are carpenters, joiners, smiths, goldsmiths, weavers, masons, etc. I have walked through their villages, and found them kind, hospitable, and communicative; and though the Spaniards speak of and treat them with contempt, I perceived that the vices they attributed to the Indians, ought rather to be imputed to the government they have themselves established."—(*Voyage de M. De la Perouse*, c. 15.)

The principal currency of Manilla consists of Spanish dollars, of 8 reals and 96 grains; but South American dollars are also current. The weight in use are the Spanish lb., which is nearly 2 per cent. heavier than the English; the arroba=25½ English lbs. nearly; the quintal=102 lbs.; and the pecul of 5 arrobas or 1¼ cwt. English. The coyan is a measure for rice, etc., varying from 96 to 135 lbs. According to a recent list, there are in Manilla 47 Spanish merchants and 11 foreign firms. The Spanish merchants have a chamber of commerce, and a joint-stock insurance society. The United States, France, and Belgium have consuls, and each of the Canton marine insurance companies has an agent here. There are, however, neither fire nor life offices nor agencies; nor is any newspaper, price-current, or other periodical publication issued in Manilla. The important articles of export, are sugar, hemp, indigo, cigars, cotton, coffee, rice, mother of pearl, and woods. Imports, clothing, hardware, furniture, fire-arms, and manufactured articles generally.

FOREIGN COMMERCE OF THE UNITED STATES WITH MANILLA AND PHILIPPINE ISLANDS,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Tonnage Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$1,359	$209,964	$211,323	$114,861	$190,000		632	
1822		11,799	11,799				370	
1823	5,449	41,275	46,724	158,285			370	
1824	8,958	210,562	219,520	153,472	136,000	3,000	804	
1825	23,169	185,554	208,723	229,371	122,500	30,500	3,067	119
1826	14,133	58,207	72,340	348,375	30,000	12,215	724	
1827				150,813		26,685		
1828	19,914	141,838	161,752	60,381	101,000		809	
1829	10,802	66,430	77,232	209,206	20,082		594	
1830	39,129	54,539	93,668	384,887		16,248	458	
Total,	$122,913	980,168	1,103,081	1,809,651	599,582	88,648	7,828	119
1831	15,994	16,830	32,824	348,995	3,000	1,220	249	
1832	20,906	113,414	134,320	332,230	58,000	114	1,286	
1833	1,021	8,376	9,397	504,498			994	
1834	3,662	12,257	15,919	383,685			222	
1835	38,947	50,152	89,099	413,815	48,000		1,972	
1836	7,361	52,672	60,033	803,330	15,000	465	1,908	
1837				1,346,435				
1838	93,214	149,303	242,517	386,528	148,460		1,780	
1839	98,553	38,255	136,808	876,477	36,200	1,026	1,674	
1840	90,589	30,927	121,516	450,251	30,000		809	
Total,	$370,247	472,186	842,433	5,746,244	338,660	2,825	10,894	
1841	75,450	187,336	262,786	733,906	165,344		3,794	
1842	235,732	100,444	336,176	772,372	94,536		4,797	
1843*	57,743	54,435	112,178	409,290	48,006		1,401	
1844	91,769	131,228	222,997	724,811	129,335		6,233	
1845	119,263	35,315	154,578	633,059	31,200		3,230	
1846	100,954	9,285	110,239	865,866	9,008		3,030	
1847	32,480	44,760	77,240	494,056	44,760		3,189	
1848	36,949	13,543	50,492	1,197,027	10,332	8,520	3,318	
1849	137,868	8,669	146,537	1,127,114		5,182	3,826	
1850	16,817	1,450	18,267	1,336,366		4,423	3,165	2,592
Total,	$905,025	586,465	1,491,490	8,294,367	532,521	18,125	35,983	2,592
1851	125,544	7,000	132,544	1,254,688	2,200	192	15,134	4,805
1852	211,791	9,927	221,718	1,522,646		523	11,039	6,362
1853	64,375	1,000	65,375	2,465,083			20,598	2,003
1854	27,852	46,650	74,502	2,965,282	42,522		16,798	843
1855	94,203	83,708	177,911	2,867,441	123,420	109,485	12,430	600
1856	204,668	64,689	296,357	2,926,870	127,393		21,586	363

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL ISLANDS.

Philippine Islands, a large and important group in the Asiatic Archipelago, forming its northerly division, and, next to Cuba, the most valuble colonial possession of Spain, chiefly between lat. 5° 32′ and 19° 38′ N., and long. 117° and 127° E., having N. and E. the Pacific ocean, W. the China sea, and S. the seas of Sooloo and Celebes. There are at least 1,200 islands, great and small. Principal islands, Luzon, Mindanao, and Palawan, with Mindoro, Panay, Marindique, Negros, Zebu, Bohol, Leyte, Samar, Masbate, and many of less size. Total area estimated at 120,000 square miles. The Spanish dominion is stated to extend over only 52,148 square miles. Population, 1850, 3,815,878, consisting of Europeans, native whites, the Papuan negro race, independent tribes, Malay Indians, half castes, and Chinese. The high temperature and abundance of moisture produce a luxuriant vegetation, so that they are capable of yielding all kinds of colonial, and probably European produce. Rice, millet, maize, sugar, indigo, hemp, tobacco, coffee, and cotton are raised; and sago, cocoa-nuts, bananas, cinnamon, betel, etc., are among the products.

CUBA,

The largest and richest of the West India islands, and the most important colony of Spain, was discovered by Columbus on 28th October, 1492, during his first voyage. It was first called Juana in honor of Prince John, son of Ferdinand and Isabella; but after Ferdinand's death it received the name of Fernandina. It was subsequently designated Santiago, from the patron saint of Spain; and still later, Ave Maria, in honor of the Virgin. Its present name is that by which it was known among the natives at the time of its discovery. It was then divided into nine independent principalities, under as many caciques.

The island of Cuba is long and narrow, somewhat in the form of an irregular crescent with its convex side toward the north. It divides the entrance to the Gulf of Mexico into two passages, that to the north-west being 32½ leagues wide at the narrowest part, between the points of Hicacos in Cuba and Tancha on the Florida coast; and the south-west passage 38 leagues wide between the Cabo de San Antonio of Cuba, and the Cabo de Catoche, the most salient extremity of the peninsula of Yucatan. Cuba lies between 74° and 85° W. longitude, and 19° and 23° N. latitude. Its length, following a curved line through its center, is 790 miles, and its greatest breadth (from Cape Maternillos to Mota Cove) is 107 miles. The area is estimated at 31,468 square miles, or including the other small islands attached to it, 32,807 square miles. The coast of Cuba is generally low and flat, and is surrounded by numerous islands and reefs, which render the approach both difficult and dangerous to those not acquainted with the proper channels. The low nature of the coast subjects it to frequent floods and inundations; and especially on the north side of the island there are many large lagunes from which a considerable quantity of salt is obtained. No island, however, in proportion to its size, has a greater number of excellent harbors, many of them accessible even to ships of the line.

Commerce with Cuba.—The increase of the trade of the United States with the port of Havana over that of all other nations, notwithstanding the bad feeling that has existed between the two countries, is truly wonderful. The Havana *Mercantile Report* of the 7th of August, 1855, gives a statement of the number of vessels, their tonnage, and the nations to which they belong, which entered the port of Havana during the first six months of the ten years last past. The increase in the total tonnage for the first six months of the year, from 1846 to 1855, is a trifle more than 100 per cent. While the American tonnage has increased more than 200 per cent., the Spanish and British is nearly stationary. For the first six months in 1846, the American tonnage employed in this trade was 71,722; the Spanish, 55,528; and the British, 32,969. The total number of vessels which entered that port during the six months ending July 1st, 1855, was 1,080, of a tonnage of 364,933; and of these, 570, of a tonnage of 231,484, were American; 58,338 Spanish; 32,165 British. The French tonnage has increased from 1,761, in the first six months of 1846, to 8,269, for the same period of 1854, and 23,283, more than two thirds of the British, in 1855. In the tonnage of other nations, Belgian, Dutch, Danish, Bremen, Hamburg, and others, there has been no material increase.

FOREIGN COMMERCE OF THE UNITED STATES WITH CUBA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$2,950,055	$1,590,625	$4,540,680	$6,584,849	$265,162	$1,163,253	103,822	3,632
1822	3,201,045	1,069,573	4,270,618	6,967,054	221,551	590,169	99,838	6,986
1823	3,271,270	2,134,095	5,405,365	6,952,381	353,406	271,764	105,836	4,756
1824	3,611,693	2,195,840	5,807,533	7,899,326	262,098	1,102,746	124,388	4,845
1825	3,276,556	1,844,146	5,120,702	7,556,412	147,815	545,164	111,203	1,212
1826	3,749,658	2,382,774	6,132,432	7,658,759	408,928	410,506	121,754	2,184
1827	4,160,747	2,655,341	6,816,088	7,241,849	876,168	478,590	139,381	3,548
1828	3,912,997	2,490,994	6,403,991	6,123,135	787,010	579,228	130,618	3,909
1829	3,719,263	1,859,626	5,578,889	4,866,524	532,144	363,920	114,599	8,120
1830	3,439,060	1,477,675	4,916,735	5,577,230	275,687	362,084	114,054	11,356
Total,	$35,292,344	19,700,689	54,993,033	67,427,519	4,129,969	5,867,424	1,165,493	50,498
1831	3,634,144	1,259,698	4,893,842	8,371,797	300,500	181,774	132,222	17,816
1832	3,681,397	1,630,754	5,312,151	7,068,857	189,152	91,065	123,588	25,632
1833	3,966,113	1,706,587	5,672,700	9,754,787	458,228	99,858	133,698	31,081
1834	3,692,980	1,659,455	5,352,435	9,096,002	143,469	606,665	129,524	29,954
1835	3,917,436	1,589,372	5,506,808	11,346,615	345,175	266,256	151,313	26,783
1836	4,601,717	1,803,772	6,405,489	12,734,875	516,142	122,518	166,460	8,329
1837	4,303,783	2,063,820	6,367,603	12,447,922	507,147	1,648,110	175,796	13,194
1838	4,721,433	1,454,325	6,175,758	11,694,812	235,280	410,794	193,746	10,618
1839	5,025,626	1,091,205	6,116,831	12,599,843	178,497	321,314	194,578	12,805
1840	5,331,471	979,044	6,310,515	9,835,477	149,570	548,163	192,548	15,679
Total,	$42,876,100	15,238,032	58,114,132	104,950,987	3,023,160	4,296,517	1,598,473	191,891
1841	5,107,011	632,071	5,739,082	11,567,027	156,461	134,909	194,001	14,163
1842	4,197,468	572,981	4,770,449	7,650,429	100,102	235,940	182,456	9,719
1843*	2,926,922	399,875	3,326,797	5,015,933	128,495	655,205	136,388	4,897
1844	4,804,062	934,533	5,238,595	9,930,421	573,910	170,927	224,618	7,588
1845	6,203,808	360,946	6,564,754	6,804,414	13,699	528,168	171,892	16,193
1846	4,713,966	773,170	5,487,136	8,159,632	329,801	509,991	177,580	12,238
1847	6,005,617	972,089	6,977,706	12,394,867	615,774	381,757	243,515	18,493
1848	6,432,380	464,333	6,896,713	12,853,472	110,049	768,289	281,251	13,435
1849	4,641,145	668,068	5,309,213	10,659,956	318,806	442,593	284,568	19,564
1850	4,530,256	460,041	4,990,297	10,292,398	177,355	286,011	254,018	29,705
Total,	$49,062,635	6,238,107	55,300,742	95,328,549	2,524,446	4,113,790	2,150,287	146,098
1851	5,239,276	1,284,847	6,524,123	17,046,931	1,034,064	339,018	361,732	29,942
1852	5,803,196	714,355	6,517,551	17,861,728	871,657	276,112	370,603	22,780
1853	5,773,419	514,540	6,287,959	18,585,755	128,830	38,092	365,392	22,730
1854	8,228,116	323,636	8,551,752	17,124,339	61,736	126,558	398,049	25,188
1855	7,607,119	397,463	8,004,582	18,625,339	49,372	183,487	481,545	31,190
1856	7,199,035	610,228	7,809,263	24,435,693	384,062	23,945	488,796	13,386

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Havana, or Havannah, on the north coast of the noble island of Cuba, of which it is the capital, the Moro castle being, according to Humboldt, in lat. 23° 8′ 15″ N., long. 82° 22′ 45″ W. The population of the city and suburbs is said to be (1851), little short of 200,000. In 1827, the resident population amounted to 94,023; viz., 46,621 whites, 8,215 free colored, 15,347 free blacks, 1,010 colored slaves, and 22,830 black slaves. The port of Havana is the finest in the West Indies, or perhaps in the world. The entrance is narrow, but the water is deep, without bar or obstruction of any sort, and within it expands into a magnificent bay, capable of accommodating 1,000 large ships—vessels of the greatest draught of water coming close to the quays. The city lies along the entrance to, and on the west side of, the bay. From its position, which commands both inlets to the gulf of Mexico, its great strength, and excellent harbor, Havana is, in a political point of view, by far the most important maritime station in the West Indies. As a commercial city it also ranks in the first class.

PORTO-RICO.

The island of Porto-Rico lies in the same latitude as Jamaica. Though the smallest of the greater Antilles, it is of very considerable size. Its form is that of a parallelogram; being about 110 miles in length from east to west, with a main breadth of about 38, containing an area of 3,750 square miles. Surface pleasantly diversified with hills and valleys; soil generally fertile. It has, however, suffered much from hurricanes; those of 1742 and 1825 having been particularly destructive. Since the breaking up of the old Spanish colonial system, the progress of Porto-Rico has hardly been less rapid than that of Cuba. Her population, which in 1778 was estimated at 80,650, amounted, according to a census taken in 1836, to 357,086, of whom 188,869 were whites, and only 41,818 slaves. It is obvious from this statement that a large proportion of the free inhabitants are colored; but the law knows no distinction between the white and the colored *roturier;* and this circumstance, as well as the whites being in the habit of freely intermixing with people of color, has prevented the growth of those prejudices and deep-rooted antipathies that prevail between the white and the black and colored population in the United States, and in the English and French islands. The population is now (1856), probably above 500,000.

Trade.—Sugar and coffee are by far the greatest articles of export. Next to them are molasses, tobacco, cotton, rum, etc. The imports consist principally of flour, fish, and other articles of provision; lumber, etc., from the United States; cotton, hardware, machinery, etc., from England; wines, silks, jewelry, perfumery, etc., from Spain and France; linen from the Hanse Towns; iron from Sweden, etc. Large quantities of rice, maize, etc., are raised in the island. The pasture-lands in the north and east are superior to any in the West Indies for breeding and fattening cattle.

Previously to 1815, Porto-Rico being excluded from all direct intercourse with other countries, excepting Old Spain, was either stationary or but slowly progressive, the entire value of the exports in that year having amounted to only 65,274 dollars! But at that epoch a royal decree appeared, which exempted the trade between Spain and the Spanish colonies and Porto-Rico from all duties for 15 years; and she was then, also, permitted to carry on a free trade, under reasonable duties, with other countries.

ACCOUNT OF THE QUANTITIES OF THE DIFFERENT ARTICLES OF COLONIAL PRODUCE EXPORTED FROM PORTO-RICO IN 1851.

Articles.	Quantities.	Articles.	Quantities.
Sugar, lbs.,	118,416,300	Cocoa-nuts,	40,363
Coffee, do.	12,111,900	Cocoa, lbs.,	9,000
Tobacco, do.	6,478,100	Ox horns, no.,	6,925
Molasses, hhds.,	45,976	Oranges, M.,	1,669
Hides, lbs.,	632,700	Plantains, do.,	675
Cotton, do.,	366,600	Cigars, do.,	34,800
Rum, hhds.,	347	Lignum vitæ, tons,	4
Oxen, no.,	5,881	Logwood, do.,	178
Horses and mules, do.,	172	Pimento, lbs.,	6,800
Bay-water, galls.,	6,161	Arnotto, do.,	7,862
Corn, ears,	1,429	Castor Oil, qts.,	600

FOREIGN COMMERCE OF THE UNITED STATES WITH SPANISH WEST INDIES [CUBA EXCEPTED],

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import	Amer.	For.
1821	$175,217	$33,604	$208,821	$626,616		$12,787	11,134	
1822	150,435	7,606	158,041	933,667		35,629	10,650	
1823	256,033	25,495	281,528	813,076		22,738	8,409	1,128
1824	306,896	233,718	540,614	856,696		8,895	5,068	180
1825	216,102	22,156	238,258	793,627		5,659	5,969	75
1826	210,858	12,668	223,526	770,770		7,841	6,879	
1827	218,156	10,363	228,519	969,612	$2,000	13,760	7,194	603
1828	222,191	15,677	237,868	1,129,130	1,950	3,446	7,843	323
1829	209,780	38,900	248,680	898,832	31,505	8,664	11,051	216
1830	245,636	27,523	273,159	1,307,148	21,650	7,718	8,734	489
Total,	$2,211,804	427,710	2,639,014	9,099,174	57,105	127,137	82,931	3,014
1831	261,801	53,245	315,046	1,580,156	35,683	16,178	8,272	1,051
1832	322,559	72,552	395,111	1,889,182	42,360	9,127	9,343	717
1833	393,992	27,398	421,390	1,879,324	7,080	8,992	13,869	219
1834	431,805	59,722	491,527	2,246,413	11,050	11,160	15,769	741
1835	586,085	91,622	677,657	2,364,170	70,950	15,256	21,140	172
1836	594,559	65,899	660,458	3,209,043	47,086	8,600	22,079	423
1837	517,778	52,138	569,916	2,481,082	42,823	58,725	17,071	1,155
1838	692,563	30,484	723,052	2,636,152	30,493	36,783	19,538	2,406
1839	779,049	87,348	866,397	3,742,549	115,207	23,144	22,547	1,160
1840	770,420	29,208	799,628	1,898,732	31,272	46,695	22,559	952
Total,	$5,350,566	569,616	5,920,182	23,926,803	434,004	234,655	172,187	8,996
1841	721,845	28,087	749,932	2,560,020	28,923	17,799	30,129	730
1842	610,813	19,718	630,531	2,517,001	12,757	63,457	29,565	1,134
1843*	442,034	11,321	453,355	1,076,125	1,872	47,942	18,361	340
1844	636,962	5,177	642,139	2,425,202	4,088	27,021	28,143	683
1845	688,149	20,775	708,924	2,026,253	11,608	53,453	28,575	622
1846	675,441	25,965	701,346	2,277,110	15,054	62,679	30,056	1,373
1847	825,079	33,985	859,064	2,141,929	21,394	14,157	26,767	1,879
1848	801,722	37,012	838,734	2,106,296	21,556	29,919	35,241	1,150
1849	523,292	33,234	556,526	1,964,861	28,005	27,664	25,870	3,898
1850	816,062	93,591	909,653	2,067,866	88,758	2,600	30,744	3,108
Total,	$6,741,399	308,805	7,050,204	21,162,663	234,015	346,692	283,451	14,917
1851	961,410	57,200	1,018,610	2,480,329	99,900	345	36,320	6,013
1852	1,015,563	39,542	1,055,105	3,001,223	51,806	26,277	35,010	5,544
1853	810,411	54,143	864,554	2,800,936	47,957	18,016	30,815	9,329
1854	990,886	60,997	1,051,883	2,850,353	133,790	19,179	31,014	8,528
1855	1,144,581	38,937	1,183,518	2,475,998	16,000	23,625	34,190	5,592
1856	1,099,599	43,125	1,142,724	3,870,963	23,250	14,700	33,964	1,990

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Porto Rico, the capital of the valuable Spanish island of the same name, on the north side of the island, on a peninsula joined to the main land by a narrow isthmus, lat. 18° 29′ 10″ N., long. 66° 7′ 2″ W. The fortifications are very strong. The town, which stands on a pretty steep declivity, is well built, clean, and contains about 12,000 inhabitants. The harbor of Porto Rico has a striking resemblance to that of Havana, to which it is but little inferior. The entrance to it, about 300 fathoms in width, has the Moro castle on its east side, and is defended on the west side by forts erected on two small islands. Within, the harbor expands into a capacious basin, the depth of water varying from five to six and seven fathoms. On the side opposite to the town there are extensive sand banks; but the entrance to the port, as well as the port itself, is unobstructed by any bar or shallow. Long-voyage vessels, which, either for convenience or otherwise, shall pass from one port of the island to another, after being furnished with the requisite permission, must pay at every port they enter the same dues as for a fresh arrival.

PORTUGAL.

Spain and Portugal, though they be two distinct and separately independent kingdoms, form, nevertheless, only one geographical region, emphatically called "the Peninsula." The country, above the maritime lowlands, generally consists of high valleys and table-lands, separated by long ranges of rugged mountains, which extend in an easterly and westerly direction, and terminate with promontories in the Atlantic Ocean, while they are connected in the east by their diverging offshoots. The climate and natural productions are consequently very various. The maritime lowlands on the Mediterranean, and the south-western portion of the Atlantic shores, are almost tropical in respect of climate and vegetable productions; but the temperature of the inland regions is cool and mild, and generally dry, though the extremes of summer and winter are excessive. At Madrid, for example, the summer-heat is always so great that, according to the Spanish proverb, that city has "nine months of winter and three of hell!" In addition to silk, tobacco, vines, olives, and all the productions of France and Germany, the Peninsula produces the orange, citron, sugar-cane, cork-tree, dates, figs, and cotton. Wheat is the grain most generally cultivated; barley and rye are next in quantity; considerable quantities of maize and rice are also raised, but little of oats and potatoes. Wine, brandy, and wool, are the principal and most valuable articles of export. Both kingdoms, however, are in a very low estate, in respect of material, commercial, and social well-being. Since 1807, they have been undergoing continual political changes and revolutions, which seem not yet to have reached their consummation, though Portugal is somewhat more settled than Spain. In such circumstances their political importance is almost null, and, in relation to the vast natural resources of the country, the population is very small.

NAVIGATION, 1852.

VESSELS.	Imports.	Tonnage.	Crew.	Exports.	Tonnage.	Crew.
Portugal, . .	5,447	315,708	45,349	5,777	319,834	45,752
Foreign, . .	2,891	327,675	26,211	3,010	365,658	28,448
Total, .	8,338	643,383	71,560	8,787	685,492	74,200
COUNTRIES.						
Portugal, . .	5,447	315,708	45,349	5,777	319,834	45,752
England, . .	1,145	159,537	11,255	1,223	196,074	13,863
Spain, . .	917	11,306	5,287	952	10,695	5,381
Sweden, . .	219	40,328	2,107	217	42,446	2,088
United States, .	136	37,647	2,699	125	34,925	2,532
France, . .	98	11,741	791	95	11,684	780
Netherlands, .	90	9,840	621	88	8,709	610
Austria, . .	286	57,246	3,391	310	60,125	3,194

COMMERCE IN 1852 AND 1853.

Year.	Imports, Francs.	Exports, Francs.
1852, ...	33,200,570	13,179,375
1853, ...	36,346,560	21,902,862

The wines which, at the exportation of 1853, were valued at 6,186,680 francs, were not put in the account of the crop of 1852. The imports of wine from Madeira into the United States for the fiscal year ending June 30, 1856, were 23,649 gallons; and from Portugal, 62,533 gallons.

FOREIGN COMMERCE OF THE UNITED STATES WITH PORTUGAL,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$147,726	$66	$147,792	$856,116		$140 775	5,106	
1822	102,935	18,555	121,490	422,666	$14,000	800	3,489	
1823	48,077	300	48,377	181,094		18,087	1,470	1,081
1824	77,255	5,168	82,423	242,304	190	23,745	3,441	152
1825	110,015	2,824	112,839	221,072		15,160	3,241	723
1826	99,945	538	100,483	349,989		39,605	6,436	
1827	116,103	220	116,323	268,091	14,000	31,554	4,138	
1828	77,010	1,164	78,174	112,559		2,600	3,453	617
1829	42,088	628	42,716	237,351		13,985	2,397	
1830	43,408	1,803	45,211	165,321		8,154	2,243	184
Total,	$864,562	31,266	895,828	2,556,563	28,190	289,465	35,423	2,757
1831	39,149	2,356	41,505	124,446		4,746	1,598	
1832	28,262	300	28,562	123,816		1,600	1,177	600
1833	73,313	5,330	78,643	170,189	4,109	4,005	2,138	1,026
1834	42,542	16,583	59,125	215,309		11,013	2,928	556
1835	162,703	107,602	270,305	547,974	18,260	27,895	5,627	659
1836	38,335	13,247	51,582	275,273	3,531	990	1,434	1,290
1837	124,337	17,072	141,409	187,643		15,410	3,226	10,407
1838	67,970	8,093	76,063	296,864	9,000	22,577	2,922	1,041
1839	59,711	6,093	65,804	587,778	6,000	17,767	3,061	2,085
1840	97,341	5,724	103,065	222,884		3,053	3,851	587
Total,	$733,663	182,400	916,063	2,752,176	40,891	109,086	27,962	18,251
1841	114,443	7,321	121,764	286,568		25,567	4,801	728
1842	72,723	1,388	74,111	142,587		5,546	3,305	787
1843*	59,096	1,538	60,634	46,713		512	2,557	543
1844	99,553	3,565	103,118	199,705		8,880	5,743	172
1845	124,350	5,419	129,769	296,908		7,216	5,803	990
1846	96,816	8,453	104,769	378,250	2,500		4,815	1,874
1847	56,893	1,335	58,228	233,330		2,372	2,537	1,883
1848	112,260	2,984	115,244	214,782		3,944	5,842	5,418
1849	169,721	6,273	175,994	322,220		510	4,887	5,023
1850	172,978	5,236	178,214	339,763			2,976	7,531
Total,	$1,078,333	43,512	1,121,845	2,510,826	2,500	49,547	43,216	24,949
1851	167,842	4,996	172,838	367,548	...		2,470	5,176
1852	234,064	4,129	238,193	266,864		850	6,307	6,333
1853	223,651	26,552	250,203	411,155	2,000		5,476	8,696
1854	127,150	23,715	150,865	243,592	200		2,866	5,094
1855	270,716	24,867	295,583	186,067	...		5,670	9,503
1856	344,093	31,101	375,199	287,166	330		6,232	5,743

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Lisbon, the capital of Portugal, situated on the north bank of the river Tagus, the observatory of the fort being in lat. 38° 42′ 24″ N., long. 9° 5′ 50″ W. Population about 240,000. The harbor, or rather road, of Lisbon is one of the finest in the world, and the quays are at once convenient and beautiful. Fort St. Julian marks the northern entrance of the Tagus. It is built on a steep, projecting rock. There is a lighthouse in the center, 120 feet above the level of the sea. At the mouth of the Tagus are two large banks, called the North and South Cachops. There are two channels for entering the river: the north or little, and the south or great channel. On the middle of the South Cachop, about 1½ miles from Fort St. Julian, is the Bugio fort and lighthouse, the latter being 66 feet in height. The least depth of water in the north channel, on the bar, is four fathoms, and in the south, six. The only danger in entering the port arises from the strength of the tide, the ebb running down at the rate of seven miles an hour; and after heavy rains, the difficulty of entering is considerably augmented.

MADEIRA ISLES.

Madeira Isles, a group in the Atlantic Ocean, belonging to Portugal, from the S. W. coast of which they are distant 660 miles to S.W. They consist of the islands of Madeira and Porto Santo, and the islets called the Desertas, situated between 32° 23′ 15″ and 33° 7′ 50″ N. latitude, and 16° 13′ 30″ and 16° 38′ W. longitude. The largest island, Madeira, is 31 miles long and 12 miles broad. Population, 1850, 108,464. Capital, Funchal. It consists of a mass of volcanic rocks, which in Pico Ruivo rise to 6,056 feet in elevation. From the central mass steep ridges extend to the coast, where they form precipices of 1,000 to 2,000 feet in height. The only plains are a small portion of the W. coast, and the table-land of Paul de Serra in the interior. The roads are very steep, and unfit for carriages. Oxen are the only beasts of draught, and ponies are used in traveling. Climate remarkably equable, and celebrated for its salubrity, on which account numerous visitors, afflicted with disease of the lungs, constantly resort to Madeira. The soil, which on the S. side extends two miles and a half inland, is well watered, and extremely productive. Sugar, once extensively cultivated, is now neglected. Coffee is grown of superior quality, and the arrow-root is excellent. The orange, banana, and guava, are abundant. Wheat, maize, beans, and barley, are cultivated to a small extent, but quite insufficient for home consumption. The failure of the potato, formerly the chief support of the population of the villages and remote districts, has added to the existing distress, and the condition of the lower orders is that of squalid poverty. Madeira was settled by the Portuguese in 1431.

It is said that plants of the vine were conveyed from Crete to Madeira in 1421, and have since succeeded extremely well. There is considerable difference in the flavor and other qualities of the wines of Madeira; the best are produced on the south side of the island. The method of cultivation most generally followed is to trench the ground from three to seven and seven to nine feet deep, according to the nature of the soil, and lay a quantity of loose and stony earth at the bottom, to prevent the roots from reaching the clayey soil beneath, which would otherwise oppose their growth. The ground is watered three times if the summer has been very dry, the sluices being left open until the ground is pretty well saturated; the less the ground is watered, the stronger the wine, but the quantity is diminished in proportion. The vines are found to bear fruit as high as 2,700 feet, but no wine can be made from it.

Adjacent to Madeira is the island of Porto Santo, about six miles long, and two and a half broad. It is high and rocky, composed principally of sand-stone, and a calcareous tuffa of a greenish gray color. The vine is cultivated in considerable quantities, and the soil yields good crops of wheat, Indian corn, barley, and beans. The population is estimated at 1,400, and there are 300 militia. It possesses a good roadstead, but the landing-place is bad. The Desertas are small, uninhabited islands, which, with Madeira and Porto Santo, form the group called the Madeiras.

FOREIGN COMMERCE OF THE UNITED STATES WITH MADEIRA,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$193,414	$26,667	$220,081	$190,289	$2,000	$10,236	8,082	
1822	186,952	4,662	191,614	188,757		5,600	5,699	111
1823	117,685	3,976	121,661	244,263	485	12,363	4,973	
1824	315,896	26,347	342,243	247,510		22,271	8,059	
1825	122,840	55,326	178,166	361,016	53,050	850	5,861	135
1826	119,058	25,549	144,607	224,833	12,150	5,200	4,220	
1827	100,153	18,281	118,434	229,282		21,424	4,033	
1828	101,948	9,985	111,933	168,610	1,167	7,791	4,387	211
1829	175,074	15,089	190,163	403,056	500	9,660	6,091	669
1830	155,719	12,358	168,077	239,652	1,638	5,000	6,089	
Total,	$1,588,739	198,240	1,786,979	2,497,268	70,990	100,395	57,485	1,126
1831	171,563	5,728	177,291	177,369		8,667	5,163	
1832	145,667	929	146,596	228,318		5,136	4,623	124
1833	119,341	15,642	134,983	319,349	5,482		3,801	369
1834	100,910	43,595	144,505	424,699		2,000	4,089	693
1835	73,893	28,595	102,488	531,266	5,674	2,595	3,700	241
1836	38,945	17,393	56,338	366,210	4,011	95	2,414	
1837	82,747	18,522	101,269	672,782	14,493		4,250	
1838	36,422	4,535	40,957	366,274	3,166		3,461	
1839	64,082	15,046	79,128	539,800	11,143		4,273	
1840	93,819	22,858	116,677	309,524	14,612	3,695	3,963	
Total,	$927,389	172,843	1,100,232	3,935,591	61,581	22,188	39,740	1,427
1841	107,905	20,370	128,275	229,519	19,920	5,200	4,626	327
1842	43,654	1,930	44,984	146,182	1,822	100	2,253	
1843*	37,649	3,856	41,505	7,160	2,606		1,657	
1844	44,763	7,523	52,286	22,904	8,625		2,404	122
1845	59,312	1,784	61,096	168,674	2,000		2,081	491
1846	60,943	3,257	64,200	127,070	1,600		3,535	477
1847	105,031	1,389	106,420	95,857			3,348	1,046
1848	110,842	7,407	118,249	9,482	592		4,524	1,444
1849	117,878	759	118,637	73,759	4,300		3,744	1,673
1850	136,874	6,527	143,401	114,729	868		4,132	1,379
Total,	$824,251	54,802	879,053	995,286	42,333	5,300	32,304	6,959
1851	94,589	7,176	101,765	102,448	9,626		3,379	1,314
1852	87,932	7,480	95,412	90,003	7,000		4,171	596
1853	101,524	15,574	117,098	77,598	15,902		3,707	348
1854	47,708		47,708	30,007	2,000		821	286
1855	48,502	5,261	53,763	25,933	2,286	250	1,394	311
1856	27,655	932	28,587	19,783			390	370

* 9 months to June 30, and the fiscal year from this time begins July 1.

COMMERCE OF THE UNITED STATES WITH PORTUGAL AND MADEIRA.

National Character.	VESSELS ENTERED.		VESSELS CLEARED.	
	No.	Tonnage.	No.	Tonnage.
From Portugal.				
Portuguese,	18	3,727	15	3,393
British,	8	2,420	1	291
Swedish,	1	330	4	1,249
Danish,	1	309	2	524
Prussian,	..	..	1	286
Bremen,	1	648	..	..
United States,	..	10,879	..	6,232
From Madeira:				
Portuguese,	2	284	3	370
United States,	..	..	1	390

AZORES.

Azores, or Western Islands.—These form a range, situated in the Atlantic Ocean, extending in an oblique line from N.W. to S.E., between 37° and 40° N. latitude, and 25° and 32° W. longitude. It has been a subject of some controversy among geographers, to what division of the globe they ought to be referred; but they are now generally considered as pertaining to Europe.

It does not appear that the ancients had any knowledge of the Azores, or any group in this sea, except the Canaries, to which they finally applied the celebrated appellation of the Fortunate Islands. But the Arabian geographers, Edrisi and Ibn al Vardi, describe, after the Canaries, nine other islands in the Western Ocean. That these were the Azores is highly probable, since their number is exactly nine; and because a species of hawk is specially noticed by these writers as existing there in great abundance—a circumstance that afterward appeared to the Portuguese so remarkable, that they gave them the name of Azores, or Hawk Islands. The climate in which they are placed also makes them north of the Canaries. Some other coincidences also might be pointed out; and, upon the whole, there appears no reason to doubt that the Azores are really the nine islands enumerated by the Arabians. The Arabian writers represent them as having been populous, and as having contained cities of some magnitude; but they state that the inhabitants had been greatly reduced by intestine warfare. At the time of their discovery, they were uninhabited, and covered with forests and underwood, which have now entirely disappeared.

The first European discovery of this group is claimed by the Flemings. A Flemish merchant named Van der Berg, is reported, in sailing from Lisbon, to have been driven upon these shores in the year 1439. The intelligence soon reached the court of Lisbon, where it excited considerable interest; and the navigator Cabral was sent to prosecute the discovery. In 1459 the islands began to be planted and colonized, and in so fertile a soil the inhabitants rapidly multiplied. In 1580 they fell, with the other Portuguese territories, under the dominion of Spain. At this time the Azores were the grand rendezvous in the voyage homeward of the fleets, which came laden with the wealth of both the Indies. Hence they became a theater of that maritime warfare which was carried on with such spirit by the English under Queen Elizabeth against the peninsular powers. In 1586 Sir Walter Raleigh equipped two pinnaces of 35 and 40 tons, the command of which he gave to Captain Whiddon. Having taken two or three prizes, they fell in, off St. Michael, with the great fleet of Spanish galleons, consisting of 24 sail, two of them caracks of 1,000 or 1,200 tons. They attacked them, however, without hesitation, hoping to cut off some straggling member of this great body, but were unable to make any impression upon it. In 1587 Sir Francis Drake, after having swept the harbor of Cadiz, sailed for the Azores, where he took an East India catack, richly laden, and the first that had ever fallen into the hands of the English. In 1589 the Earl of Cumberland fitted out a squadron, sailed for the Azores, and made numerous prizes.

FOREIGN COMMERCE OF THE UNITED STATES WITH FAYAL AND OTHER AZORES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$26,837	$11,158	$37,995	$137,982		$1,070	2,638	
1822	33,160	10,454	43,614	202,445			2,558	124
1823	27,841	15,704	43,545	41,429	$8,500	1,221	1,562	261
1824	17,463	4,023	21,486	45,103		4,978	939	805
1825	33,421	4,695	38,116	61,763		3,407	1,751	266
1826	16,976	2,495	19,471	86,261		5,766	753	
1827	13,487	4,861	18,348	84,203	8,000	21,299	889	
1828	19,559	4,719	24,278	70,328		12,773	1,934	
1829	7,949	78	8,027	21,302		3,000	672	137
1830	6,649	1,524	8,173	32,912		11,340	244	137
Total,	$203,342	59,711	263,653	783,728	16,500	64,854	13,890	1,730
1831	10,549	6,049	16,598	32,092		3,200	475	251
1832	23,402	11,363	34,765	45,424		7,384	812	
1833	18,387	3,528	21,915	26,281		3,250	910	
1834	9,558	3,911	13,469	18,481		2,707	760	
1835	12,033	6,400	18,433	26,678	5,000	4,736	1,179	
1836	7,181	450	7,631	17,374		432	691	
1837	13,408	3,531	16,939	29,023		2,364	486	
1838	7,556	1,681	9,237	32,746			509	68
1839	9,130	4,739	13,869	15,222			819	
1840	10,471	5,623	16,094	38,138			1,089	
Total,	$121,675	47,275	168,950	281,459	5,000	24,073	7,730	319
1841	13,137	5,785	18,922	16,093	2,000		1,068	
1842	49,183	19,600	68,783	41,049		1,000	1,622	100
1843*	8,569	621	9,190	12,783			742	
1844	19,246	6,983	26,229	29,570	2,200	1,515	1,115	
1845	2,831	51	2,882	28,573			184	
1846	4,225		4,225	41,297		1,000	152	151
1847	9,466	525	9,991	34,564		10,500	1,108	
1848	3,660		3,660	11,433			315	
1849	14,204	1,839	16,043	17,052		3,500	1,284	
1850	14,421	2,152	16,573	16,328			908	161
Total,	$138,942	37,556	176,498	248,747	4,200	17,515	8,498	412
1851	20,240	1,045	21,285	32,852		4,357	1,532	723
1852	17,766	1,386	19,152	29,346		1,332	1,447	686
1853	21,307	4,440	25,747	10,892			1,777	
1854	10,030	440	10,470	21,584			560	463
1855	13,972	593	14,565	199,111			1,552	1,380
1856	15,959	490	16,449	22,383			1,713	

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL ISLANDS.

Fayal is the most frequented of all the islands after St. Michael, as it has one of the best harbors in the Azores, and lies directly in the track of vessels that are crossing the Atlantic in any direction. Its principal town is Villa de Horta. Captain Cook found that all sorts of fresh provisions might be obtained there; the bullocks and hogs are good, but the sheep small and poor. The town is defended by two castles and a wall, both in decay, and serving rather for show than strength. The city contains two convents for monks and three for nuns, with eight churches. These are the only good buildings in it, no other having glass windows. The bay is two miles in length and three quarters of a mile in breadth, and the depth of water from 6 to 20 fathoms. Though a good road, it is not altogether free from danger in S.S.W. and S.E. winds. Population, 23,000.

Pico.—A considerable quantity of wine is exported from Fayal, under the appellation of Fayal wine, but really the produce of Pico, one of the most remarkable of the Azores. Population, 26,000.

LIBERIA.

The treaty concluded in 1852 between France and the Republic of Liberia was finally ratified in the year 1856. The independence of the Republic was recognized successively by the United States, England, Belgium, Prussia, and Brazil, from 1847 to 1854. To this list France has at last added her name by the late treaty.

The original colony of Liberia was founded by the American Colonization Society, under the direction of its first president, Mr. Finley. It is situated at the northern extremity of the coast of Guinea, and is about 370 miles in length. Its capital, Monrovia, is on the former site of the principal slave market on this part of the African coast, and stands as a living protest against the slave-trade, in the abolition of which the colony has been largely instrumental.

In February, 1820, the first shipload of emigrants left New York for the coast of Guinea. They were eighty in number—forming twenty-five families—under the care of three citizens of the United States, a clergyman, a lawyer, and a physician. In 1847, Liberia emerged from its dependent colonial condition, and became an independent State. In 1854, it contained a population of about twelve thousand black colonists, chiefly Americans, and from one hundred and forty to one hundred and fifty thousand natives, whose social and religious condition is far in advance of that of their blood-thirsty and idolatrous ancestors.

The capital is now a flourishing maritime city, having a fort, a light-house, a commercial market, a small marine, and schools, churches, newspapers, charitable associations, and other institutions similar to those in the United States. The sixth article of the Constitution of the Republic declares that, inasmuch as the essential object of its foundation was to open an asylum for the scattered and oppressed children of Africa, and, at the same time, to regenerate the people of the vast continent of Africa, yet enveloped in the darkness of ignorance, none but persons of color will be allowed to become citizens of the Republic.

The exports of Liberia, consisting chiefly of palm-oil, logwood and other dye-woods, which are transported to England and the United States, amount to about a million dollars annually. Beside all the usual tropical productions, it produces Indian corn, rice, the potato, sugar, coffee, and cotton. Gold is also found in considerable quantities. The cotton of Liberia, which has been highly approved in the Manchester market, has lately attracted much attention, and its probably successful cultivation promises to exert a most important influence on the future of the Republic. A communication from a highly respectable and reliable source recently appeared in the *National Intelligencer*, the writer of which gave a decided preference to the cotton of Liberia over that of Brazil, in point of quality, cheapness of production, and facility of transportation to market. The subject deserves further and full investigation.

Considered simply as an experiment in practical benevolence, Liberia deserves and will receive the protection of the great Powers of the world. Whether or not it be destined, as some have thought, to work out the solution of the vexed question of slavery in the United States, it will yet gain the great glory of redeeming from barbarism and idolatry many millions of the human race.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE CAPE DE VERD ISLANDS,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$22,176	$7,656	$29,832	$64,036		$3,200	825	
1822	34,941	35,832	70,773	47,422	$97,525	17,078	1,049	
1823	22,055	11,010	33,065	56,849		17,412	689	
1824	51,019	21,665	72,684	66,805	2,277	30,142	1,781	67
1825	60,072	18,967	79,039	89,592		32,650	2,680	
1826	39,693	9,299	48,992	104,120		21,448	754	134
1827	80,010	24,155	104,165	77,425		24,600	2,129	
1828	67,502	9,727	77,229	82,058		17,545	2,433	
1829	68,528	13,477	82,005	26,460		7,068	3,268	83
1830	50,560	7,778	58,338	33,758		15,457	2,628	
Total,	$496,556	159,566	656,122	648,525	99,802	215,400	18,236	284
1831	45,432	13,557	58,989	63,643		32,327	1,200	236
1832	66,858	19,437	86,295	87,706	400	27,631	2,643	162
1833	162,033	44,987	207,020	39,318	1,458	11,570	5,944	816
1834	79,511	25,886	105,397	40,633	1,250	20,028	3,391	
1835	102,440	27,747	130,187	19,795	975	9,987	2,643	
1836	67,210	8,246	75,456	13,813	4,100	5,422	2,987	
1837	136,201	27,887	164,088	38,843	8,635	15,673	3,725	2,143
1838	96,941	8,933	105,874	29,174	800	9,396	3,224	568
1839	77,138	8,415	85,553	39,523	680	4,160	3,886	
1840	82,611	2,809	85,420	23,348			2,262	946
Total,	$916,375	187,904	1,104,279	401,796	18,293	136,194	31,855	4,876
1841	66,926	13,226	80,152	42,661	8,603	9,360	1,996	
1842	103,557	11,529	115,086	17,866	300	3,704	3,210	
1843*	52,227	4,978	57,205	4,713		3,200	1,302	167
1844	65,238	5,299	70,537	4,836		3,000	1,697	382
1845	50,599	2,834	53,433	7,579			4,256	170
1846	31,097	685	31,782	857			1,004	548
1847	71,084	17,848	88,932	2,399	10,000	2,200	1,798	240
1848	101,723	6,849	108,572	225	1,900		4,084	2,038
1849	62,647	3,815	66,462	1,853	1,575		2,714	4,773
1850	47,043	2,167	49,210				1,886	611
Total,	$652,141	69,230	721,371	82,989	22,378	21,464	23,947	8,929
1851	57,476	2,437	59,913	1,850			1,505	730
1852	54,425	9,651	64,076	18,129	4,100		1,623	1,152
1853	23,275	1,604	24,879	41,053		13,957	2,181	
1854	30,037	2,208	32,245	8,985	810	1,500	4,391	
1855	56,496	3,120	59,616	24,300	3,443	7,000	5,743	243
1856	51,415	2,294	53,709	36,910	450	12,058	3,188	400

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL ISLANDS.

Cape Verd Islands are situated 329 miles west of Cape Verd, between lat. 14° 45′ and 17° 13′ N., and long. 22° 45′ and 25° 25′ W. The Archipelago consists of the following ten islands: Sal, Boavista, Mayo, Santiago (St. James), the largest, Forgo, Brava, Grande, Rombo, St. Nicolão, and St. Luzia, and four islets, Branco, Razo, St. Vicente, and St. Antão. Area estimated at 1,680 square miles. Population in 1850, 86,738. The white population, in the whole Archipelago is to the colored as one to twenty. The surface of the islands is in general mountainous, and some of their peaks have a considerable elevation. The volcano of Fogo is 9,157 feet in height. The soil is extremely various, but mostly fertile; the absence of trees and the scarcity of water, are the causes of frequent and severe distress. Chief vegetable products, maize, rice, and French beans. Coffee, introduced in 1790, has completely succeeded; the cotton shrub is indigenous; indigo grows wild, and tobacco is cultivated in some of the islands; little sugar is grown, and wine of inferior quality; tropical fruits are abundant.

ITALY.

The Italian peninsula possesses a remarkably well defined boundary, not merely in its long line of sea coasts, but also in the Alps, which separate its northern provinces from France, Switzerland, and Germany; not forming, however, such an impassable frontier as to have saved the country from the invasion and domination of the northern races. In the north, the Alps and the Apennines inclose between them the rich plains of Lombardy, drained by the Po and its numerous tributaries. Further south, the peninsula consists of a long hill country traversed by the Apennines, and bordered by maritime valleys and plains, which are generally more extensive toward the Tuscan than toward the Adriatic Sea. The south-western portions of Tuscany and the Roman States, called the Maremma, are rendered almost uninhabitable in summer by the prevalence of malaria. They are likewise marshy, and in consequence left almost uncultivated; they feed, nevertheless, large herds of beeves and buffaloes. The climate of Italy is humid and not generally salubrious, for while the northern regions are exposed to frequent piercingly-cold blasts from the snow-capped mountains, the southern provinces are oppressed by sultry winds that seem to blow from the African deserts, and are often loaded with an impalpable dust. The natural productions are, however, rich and various. Every thing that grows in France and Spain grows at least equally well in Italy, and the people of the northern provinces, especially Lombardy, are sufficiently industrious. The country has long been divided among a number of petty princes, and oppressed by the heavy weight of both spiritual and political despotism. The people, nevertheless, by their talent and industry, have kept their country in a relatively more respectable position than those of the Spanish peninsula; and the example set by the introduction of liberal principles and practices in the States of the King of Sardinia is not likely to remain long without effect on the other States.

The commerce of Italy has suffered from the derangement of the government; and although favorably situated for a large trade, the merchant marine is small, and confined almost entirely to coasting vessels.

The value of the imports in 1852, was, ...	10,218,426	scudo.
" " exports " "	10,474,013	"

The Scudo=$1.08 of United States currency.

VALUE OF THE IMPORTS AND EXPORTS OF LEGHORN.

Year ending October,	Imports, Francs.	Exports, Francs.
1852, ...	85,520,000	54,300,000
1853, ...	115,400,000	71,220,000
1855, ...	142,260,000	

NAVIGATION OF THE PORTS OF CIVITA-VECCHIA, AND OF ANCONA (1852).

VESSELS.	Entered.	Tonnage.	Crew.	Cleared.	Tonnage.	Crew.
Roman, . .	1,080	67,096	7,439	1,082	66,679	7,393
Foreign, . .	1,231	187,728	20,117	1,210	185,313	19,729
Total, . .	2,311	254,824	27,556	2,292	251,992	27,122

The mercantile marine numbered at the close of the year 1854, 1,893 vessels (of which 210 were vessels of war), having a total tonnage of 31,637, with 9,711 men.

FOREIGN COMMERCE OF THE UNITED STATES WITH ITALY (INCLUDING MALTA TO OCT. 1, 1833),

From October 1, 1820, to July 1, 1855.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$410,171	$689,496	$1,099,667	$973,463		$355,211	8,802	
1822	560,714	889,470	1,450,184	1,562,633		211,944	10,056	
1823	115,994	951,911	1,067,905	1,369,440		215,197	6,057	
1824	76,868	587,480	664,348	1,029,439		70,893	5,111	461
1825	66,605	578,434	645,039	1,454,022		100,034	7,015	
1826	81,622	448,599	530,221	1,120,749		74,259	5,208	
1827	74,417	535,804	610,221	1,013,126		102,592	5,391	
1828	279,520	641,230	920,750	1,607,417	$25,000	67,582	6,515	767
1829	289,755	611,257	901,012	1,409,588	33,592	1,200	7,031	
1830	326,239	414,121	740,360	940,254		2,570	6,626	418
Total,	$2,281,905	6,347,802	8,629,707	12,479,531	58,592	1,201,432	67,812	1,646
1831	371,515	323,010	694,525	1,704,264		37,938	9,120	
1832	178,507	509,056	687,563	1,619,795	660	4,400	6,042	
1833	70,364	301,822	372,186	999,134		1,200	6,055	832
1834	105,786	387,771	493,557	1,422,063		18,305	4,482	426
1835	178,545	107,396	285,941	1,457,977		14,004	4,544	206
1836	139,473	524,586	664,059	1,970,246		2,514	5,863	258
1837	205,268	418,409	623,677	1,827,181			2,637	3,531
1838	318,536	141,357	459,893	944,238		38,013	3,041	1,310
1839	315,399	122,753	438,152	1,182,297		6,723	1,016	1,835
1840	1,189,838	283,347	1,473,185	1,157,200		57,672	8,071	2,602
Total,	$3,073,231	3,119,507	6,192,738	14,284,395	660	180,769	50,871	11,000
1841	731,411	180,907	912,318	1,151,236	3,750	3,841	6,282	1,267
1842	515,577	304,940	820,517	987,528	16,000	1,414	7,367	1,402
1843*	541,500	186,721	728,221	394,564			3,350	1,117
1844	318,566	258,257	576,823	1,096,926		1,361	2,340	941
1845	587,569	230,352	817,921	1,301,577		2,400	5,984	914
1846	942,263	424,652	1,366,915	1,189,786		..	1,196	
1847	1,056,022	93,333	1,149,355	1,279,936		13,475		
1848	1,101,113	159,488	1,260,601	1,616,100		7,719		
1849	811,450	293,419	1,104,869	1,550,896		8,000		
1850	1,567,166	239,904	1,807,070	2,105,077		4,028		
Total,	$8,172,637	2,371,973	10,544,610	12,673,626	19,750	42,238	26,519	5,641
1851	1,736,834	127,406	1,864,240	2,051,897				
1852	1,573,852	205,342	1,779,194	1,234,905				
1853	2,173,745	159,833	2,333,578	953,714				
1854	1,586,327	165,439	1,751,766	971,728				
1855	506,657	42,736	549,393	1,773,488			2,898	237
1856	457,437	5,583	463,020	1,635,865			4,179	763

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Genoa, a maritime city of Italy. It is situated at the bottom of the extensive gulf to which it gives its name, the lighthouse being in lat. 44° 24′ 40″ N., long. 8° 25′ 55″ E. The harbor is semicircular, the diameter being about 6,000 feet. It is formed of two gigantic moles, having opposite directions. There is no difficulty in entering the harbor, the ground being clean, and plenty of water. Ships sometimes anchor without the harbor, in 60 to 100 feet of water. The south-west winds occasion heavy swells, but the bottom is clay, and holds well.

Leghorn, a seaport of Italy, in Tuscany, lat. 43° 33′ 5″ N., long. 10° 16′ 45″ E. Leghorn has an outer harbor, protected by a fine mole, running upward of half a mile into the sea, and a small inner harbor or basin. The water in the harbor is rather shallow, varying from 8 feet in the inner basin to 18 or 19 feet at the end of the mole. Rise of the tide about 14 inches. The roadstead outside has more water and good holding-ground.

Naples, a city of Italy, lat. 40° 50′ 12″ N., long. 14° 14′ 15″ E.

SARDINIA.

Almost all the trade of Sardinia is carried on by strangers; and even the fish on its coast and in its harbors is caught by Sicilians, Neapolitans, Tuscans, and Genoese. Corn is the principal article of export. In good years, the exports from the whole island may amount to 400,000 starelli, or about 500,000 bushels of wheat, 200,000 starelli of barley, 6,000 ditto of maize, 100,000 ditto of beans, 200,000 ditto of peas, and 1,000 ditto of lentils. The culture of vines is gradually becoming of more importance; and about 3,500 Catalan pipes are exported, principally from Alghero and Ogliastro. Cheese is an important object in the rural economy of Sardinia, and considerable quantities are exported. Salt is a royal monopoly and affords a considerable revenue. Until recently, Sweden drew almost all her supplies of this important necessary from Sardinia, and it continues to be exported in considerable quantities. Flax, linseed, hides, oil, saffron, rags, alquifoux, etc., are among the articles of export. The tunny and coral fisheries employ a good many hands; but, as already observed, they are almost wholly managed by foreigners.

Almost every article of dress, whether for the gentry or the peasantry, is imported. Soap, stationery, glass, earthenware, and furniture, as well as sugar, coffee, drugs, etc., are also supplied by foreigners; and notwithstanding the Sards possess many rich mines, several of which were successfully wrought in antiquity, they import all their iron and steel. The only manufactures carried on in the island are those of gunpowder, salt, tobacco, and woolen caps.

ACCOUNT OF THE QUANTITIES OF THE PRINCIPAL ARTICLES EXPORTED FROM THE ISLAND OF SARDINIA TO FOREIGN COUNTRIES IN 1849, 1850, AND 1851.

	QUANTITIES.		
ARTICLES.	1849.	1850.	1851.
Barilla, cwts.,	862	427	2
Bones, cwts.,	8,636	9,253	5,855
Bullocks, no.,	2,753	1,430	211
Calves, no.,	70	93	19
Cheese, cwts,	29,880	25,606	24,986
Cork-wood, cwts.,	2,158	6,782	3,819
Cows, steers, and bulls, no.,	674	456	394
Firewood, cwts.,	3,788	1,508	577
Fruit, fresh, cwts.,	732	858	79
Goats, sheep, and lambs, no.,	232	594	237
Grain, cwts.,	1,723	567	2,494
Lead ore, cwts.,	8,701	4,296	16,497
Olive oil, imperial gallons,	5,390	49	
Skins, cwts.,	17,664	41,097	1,530
Timber, oak, val. lire,	10,220	668	67,712
Tunny fish, cwts.,	2,339	2,547	2,839
Wine, imperial gallons,	47,761	269,402	19,743

But salt, of which the export may be estimated at 14,000 or 15,000 tons a year, is excluded from this table, on which, indeed, but little reliance can be placed.

These statements sufficiently show that the commerce of Sardinia is very far from being what might naturally be expected from her extent, fertility, admirable situation, and the excellence of her many harbors.

FOREIGN COMMERCE OF THE UNITED STATES WITH SARDINIA,

From October 1, 1840, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1841	$47,000		$47,000					
1842	40,208		40,208				1,153	776
1843*	108,091		108,091				1,951	260
1844	92,522		92,522				4,395	1,581
1845	162,827	$32,970	195,797	$19,859		$1,200	4,332	1,411
1846	283,283	976	284,259				9,865	1,191
1847	630,232	16,870	647,102	287			10,235	3,313
1848	175,583	18,389	193,972				9,162	1,988
1849	460,950	21,414	482,364	42,538		42,270	12,397	4,843
1850	170,764	86,136	256,900	205			7,791	6,300
Total,	$2,171,460	176,755	2,348,215	62,889		43,470	61,281	21,663
1851	310,888	19,401	330,289	2,802			6,741	8,479
1852	769,209	42,286	811,495	74,901			13,443	6,669
1853	195,380	27,926	223,306	171,583			11,821	7,018
1854	188,305	2,020	190,325	85,676			10,688	2,246
1855	1,838,186	143,844	1,982,030	217,232		2,000	16,754	4,597
1856	2,143,977	60,961	2,204,938	317,179			17,958	3,501

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Cagliari, the capital of Sardinia, on the north-east shore of a spacious bay on the south coast of the island, lat. 39° 12′ 13″ N., lon. 9° 7′ 44″ E. Population in 1850, 30,000 (?) The city stands on a rising ground, and has an imposing effect from the sea. The public buildings and churches are numerous, and some of them splendid; but the streets are, for the most part, narrow, steep, and filthy. The Gulf of Cagliari extends from Pula on the west, to Cape Carbonara on the east, a distance of about 24 miles across, and about 12 in depth, with good anchorage everywhere after getting into soundings. A mole projects from the Pratique office, and ships usually lie about 1 mile south-west by south from it, in 6 or 8 fathoms water, on an excellent bottom of mud. There is a very convenient pier harbor at the south angle of the tower wall, capable of containing 14 or 16 vessels of a tolerable size, beside small craft. Altogether Cagliari is one of the best and safest ports in the Mediterranean. Vessels belonging to Sardinia are admitted by treaty into the ports of the United States on the same terms as American vessels, with the produce or manufactures of their own or any other country.

Within the last few years some very important changes for the better have been introduced into the island, and some of the worst of the abuses generally noticed have been obviated. In 1836, in pursuance of inquiries previously commenced, feudal jurisdictions were completely abolished; and since then the feudal system has been wholly subverted. And if, as is to be hoped, government follow up the enlightened course of policy on which it has entered, by giving freedom to commerce, the probability is, that the island will, at no very remote period, recover a large share of its ancient prosperity. According to a law passed in 1839, all lands were declared to be the property of individuals, communes, or the crown; the latter becoming the possessor of all waste lands, or those to which neither private parties nor communes could show any title. Lands which had been cultivated or applied to use, whether inclosed or not, were assigned in perpetuity to the occupiers, undisturbed possession being held to confer a sufficient right to the property in the absence of any other title; those whose interests were at all affected by the new changes received compensation in money or lands, or by an assignment of public funded property. The king substituted himself in the place of the barons; he took all the feudal rents into his own hands; and their value being estimated at twenty years' purchase, public securities to that amount, bearing five per cent. interest, were made over to the nobles in exchange for their deprived privileges.

SICILY.

Trinacria and Sicilia, the largest and finest island in the Mediterranean, between latitude 36° 38′ and 38° 18′ N., and longitude 12° 25′ and 15° 40′ E., separated on the N.E, from south Italy by the Straits of Messina, 2 miles broad, and forming the *Dominii al-di-la di Faro*, or the territory "beyond the strait" of the kingdom of the "Two Sicilies." Shape, triangular; length, E. to W., 185 miles; greatest breedth N. to S. along its E. coast 120 miles. The papyrus, sugar-cane, date, palm, and other tropical products ripen at a height of 600 feet; evergreens flourish at 2,000 feet; oak and chestnut woods cover the mountain sides to the height of 4,000 feet; wheat thrives at 4,500 feet, and beech woods prevail to 6,000 feet in elevation. Under the Romans, Sicily was considered the granary of Italy, but owing to oppressive exactions and restrictions, there are few countries in which agriculture is so ill conducted; and it is stated that instead of corn, nearly one third of the population derive their subsistence mainly from the fruit of the Indian fig, a species of cactus, which grows wild in profusion. Other chief crops are beans, pulse, maize, rice, olive oil, oranges, lemons, almonds, and other fruits, potatoes, tobacco, flax, hemp, sumach, liquorice, and manna.

Vessels belonging to the Two Sicilies, are admitted into the ports of the United States on the same terms as American vessels, only when laden with the home produce or home manufactures.

COMMERCE AND NAVIGATION WITH FOREIGN COUNTRIES.

			ENTERED.		CLEARED.	
COUNTRIES.	Imports.	Exports.	Vessels.	Tons.	Vessels.	Tons.
Austria, . .	5,206,304	488,866	960	69,504	859	59,309
Denmark, . .			6	1,308	1	163
Modena, . .			3	161	3	267
Roman States, .	74,608	600,167	545	22,787	577	23,422
Spain, . .	3,734,826		12	2,160	6	868
United States, .	1,283,216	547,477	8	2,807	17	5,153
France, . .	10,283,455	14,752,017	383	101,886	395	103,759
Great Britain, .	19,144,604	12,607,584	279	53,943	200	43,430
Greece, . .	1,069,304	79,695	21	1,703	12	1,239
Holland, . .	4,276,207	256,171	27	6,242	14	2,727
Ionian Islands, .			91	4,781	61	3,213
Sweden & Norway,	540,000		14	2,950	6	1,525
Russia, . .	26,282,407	275,738	9	2,727	12	3,214
Tuscany, . .	3,023,807	3,899,936	123	12,091	65	5,300
Turkey, . .	2,768,260	136,702	7	1,441	20	5,577
Sardinia, . .	2,460,871	3,006,882	210	31,188	254	36,651
Prussia . .			3	1,146	2	778
Tunis, . .			11	1,263	10	1,036
All others, .	122,609	66,504	..		..	
Total, francs,	80,270,478	36,717,739	2,712	320,088	2,514	297,631

SHIPPING IN 1854.

	Vessels.	Tons.
Continent, ...	10,863	202,318
Two Sicilies, ...	2,031	47,438
Total, ...	12,894	249,756

FOREIGN COMMERCE OF THE UNITED STATES WITH SICILY,

From October 1, 1830, to July 1, 1856.

Years ending Sept. 30	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1831	$2,369		$2,369				378	
1832	3,088		3,088	$156,617				432
1833	6,123	$2,940	9,063	165,714				376
1834	4,060		4,060	254,966				311
1835	17,373	10,884	28,257	274,548		$608	1,204	1,228
1836	146,183	49,714	195,897	642,090			1,457	3,148
1837	18,620	5,877	24,497	411,959			1,230	2,165
1838	25,532	21,813	47,345	845,362		20,600	1,012	1,824
1839	192,462	84,607	277,069	592,951			2,233	2,298
1840	303,217	33,923	337,140	649,525		500	1,006	3,176
Total,	$719,027	209,758	928,785	3,493,732		21,708	8,520	14,898
1841	474,470	11,592	486,062	588,057		14,800	1,913	3,566
1842	237,861	195,797	433,658	539,419		654	1,272	3,016
1843*	32,558	51,871	84,429	169,664		4,706	565	680
1844	75,624	278,692	354,316	462,773			1,045	3,286
1845	70,625	334,667	405,292	529,493		. ..	445	3,628
1846	319,441	298,391	617,832	513,235			767	4,318
1847	56,899	7,218	64,117	550,988			1,423	649
1848	17,754	9,075	26,829	618,029		4,526	924	399
1849	24,359	4,854	29,213	530,244			1,553	232
1850	50,577	13,024	63,601	822,629		22,625	3,826	1,633
Total,	$1,360,168	1,205,181	2,565,349	5,324,531		46,811	13,533	21,407
1851	41,743	8,193	49,936	825,924			2,848	1,916
1852	55,649	10,890	66,539	606,541			6,609	3,427
1853	130,337	24,818	155,155	863,351		20,000		
1254	246,151	13,900	260,051	959,300			3,862	3,713
1855	207,790	443,686	651,476	1,718,949		4,870	4,509	3,444
1856	303,576	75,195	378,771	1,488,526			1,642	1,621

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Palermo, anciently Panormus, a large city and seaport, the capital of the noble island of Sicily, on the north coast of which it is situated, the lighthouse being in lat. 38° 8′ 15″ N., long. 13° 21′ 56″ E. Population, 170,000. The bay of Palermo is about five miles in depth, the city being situated on its south-west shore. A fine mole, fully one quarter of a mile in length, having a lighthouse and battery at its extremity, projecting in a southerly direction from the arsenal into nine or ten fathoms of water, forming a convenient port, capable of containing a great number of vessels. This immense work cost about £1,000,000 sterling in its construction; but the lighthouse, though a splendid structure, is said to be very ill lighted. There is an inner port, which is reserved for the use of the arsenal. Ships that do not mean to go within the mole may anchor about half a mile from it, in from 16 to 23 fathoms, mole light bearing N.W. ¾ W. A heavy sea sometimes rolls into the bay, but no danger need be apprehended by ships properly found in anchors and chain cables. In going into the bay, it is necessary to keep clear of the nets of the tunny fishery, for these are so strong and well moored, as to be capable of arresting a ship under sail.

Money.—Since 1818, the coins of Sicily have been the same as those of Naples, their names only differing. The ducat = 3s. 5·2d. sterling, is subdivided into 100 bajocchi and 10 piccioli; but accounts are still generally kept in oncie, tarie, and grani: 20 grani = 1 taro; 30 tari = 1 oncia; the oncia = 3 ducats; and 1 carlino of Naples = 1 taro of Sicily. The Spanish dollar is current at 12 tari 8 grani.

Weights.—100 Sicilian pounds of 12 ounces = 70 lbs. avoirdupois = 85·11 lbs. Troy = 31·76 kilog. = 64·23 lbs. of Amsterdam = 65·58 lbs. of Hamburg.

Measures.—The salma grossa = 9·48 Winchester bushels; the salma generale = 7·62 Winchester bushels.

AUSTRIA.

Trieste, a city and seaport of the Austrian dominions, the capital of a district of Illyria, situated near the N. E. extremity of the Gulf of Venice, latitude of lighthouse 45° 38′ 6″ N., longitude 13° 46′ 5″ E. Population, in 1850–1, of the city only, 50,000, and including the district comprised within the limits of the free port, 82,596. It is divided into the old and new towns. The former is built upon elevated ground ; the latter, which is lower down, is laid out with great regularity, and is partly intersected by a canal, into which vessels not drawing more than 9 or 10 feet water enter to load and unload.

Harbor.—The harbor of Trieste, though rather limited in size, is easy of access and convenient. It is protected from the southerly gales by the Molo Teresiano, so called from the Empress Maria Theresa, at the extremity of which the new lighthouse, mentioned above, has been constructed. The port, with a mole, forms a crescent, 1¼ miles in length, being a continued quay, faced with hewn stone, with stairs and jetties for the convenience of embarkation. On the north side of the port is a dock or harbor, appropriated exclusively for vessels performing quarantine. It is walled round, and is furnished with hotels, warehouses, and every sort of accommodation required for the use of passengers and goods. Ships under 300 tons burden lie close to the quays; those of greater size mooring a little further out.

The principal defects of the port are, its limited size, and its being exposed to the N. W. winds, which sometimes blow with much violence, and throw in a heavy sea.

COMMERCE OF TRIESTE AND VENICE FOR THE YEAR 1854.

	TRIESTE.				VENICE.			
	ENTERED.		CLEARED.		ENTERED.		CLEARED.	
COUNTRIES.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
American,	55	26,007	56	28,981	8	2,749	7	2,445
Hanse Towns,	29	5,753	30	6,733	13	2,319	19	1,967
Belgian,	4	673	5	729	1	155	1	155
Brazilian,	2	830	3	990	..	..	..	..
Danish,	16	2,079	16	2,910	4	622	2	354
French,	16	2,268	14	2,080	15	1,757	15	1,757
Greek and Ionian,	443	60,818	452	62,302	127	17,641	150	20,090
English,	86	22,438	87	24,230	86	20,156	96	22,657
Neapolitan,	447	41,544	440	36,603	191	18,009	205	22,411
Holland,	62	9,663	61	9,535	13	1,974	13	1,958
Turkey,	191	21,538	234	27,724	41	5,083	59	7,055
Pontifical States,	397	23,319	681	37,245	13	2,074	12	1,820
Portuguese,	5	1,116	5	1,234	1	100	1	100
Prussian,	10	2,194	8	2,010	..	..	..	..
Russian,	2	260	..	..	..	..	..	..
Sardinian,	19	3,577	20	3,986	13	2,104	13	2,104
Spanish,	23	4,955	24	5,721	4	1,227	4	1,227
Swed. and Nor.,	37	7,487	37	9,227	26	5,033	26	4,502
Tuscan,	8	1,559	8	1,363	10	1,945	9	1,783
Total,	1,852	238,078	2,181	263,603	566	82,948	632	92,385
Austrian,	11,410	624,625	11,112	604,433	4,871	388,628	4,655	383,903
General total,	13,262	862,703	13,293	868,036	5,437	471,576	5,287	476,288

FOREIGN COMMERCE OF THE UNITED STATES WITH TRIESTE, AND OTHER AUSTRIAN PORTS ON THE ADRIATIC,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONNAGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$31,781	$308,580	$340,361	$229,792		$98,139	1,895	
1822	38,752	436,968	475,720	274,375		9,200	2,351	
1823	25,697	919,618	945,315	189,137		13,288	8,818	
1824	6,596	518,057	524,653	268,867		157,717	2,185	
1825	8,834	643,568	652,402	105,889		2,033	3,246	
1826	13,387	273,933	287,320	193,152		4,000	1,879	
1827	42,671	234,122	276,793	163,546		10,304	2,090	
1828	119,233	205,255	324,488	237,378			3,068	
1829	409,288	280,200	689,488	191,896		460	6,384	129
1830	800,859	293,261	594,120	132,093		912	4,662	282
Total,	$997,098	4,113,562	5,110,660	1,986,075		296,053	31,578	411
1831	276,561	262,808	539,369	161,062		1,900	4,215	
1832	199,911	936,775	1,136,686	362,027			6,497	1,521
1833	146,517	408,447	554,964	314,611			3,304	1,701
1834	518,609	954,728	1,473,337	580,614		22,000	7,530	3,397
1835	818,375	384,038	1,202,413	492,567		4,477	6,592	2,618
1836	1,138,431	829,674	1,968,105	1,020,099	$2,300	2,800	8,944	4,931
1837	1,233,370	378,221	1,611,591	629,465	44,150		2,179	12,919
1838	643,223	125,740	768,963	372,378		7,919	4,974	2,703
1839	429,578	162,671	592,249	477,539		1,500	3,069	2,874
1840	1,590,356	196,264	1,786,620	373,365			11,823	6,081
Total,	$6,994,931	4,639,366	11,634,297	4,783,727	46,450	40,596	59,132	38,745
1841	1,258,776	52,980	1,311,756	418,606			10,350	1,201
1842	748,179	136,526	884,705	413,210			10,520	361
1843*	460,240	118,938	579,178	72,957			8,679	1,782
1844	1,257,285	168,735	1,426,020	232,089		8,038	10,597	3,918
1845	1,433,103	368,775	1,801,878	321,550			15,470	9,198
1846	1,104,468	366,143	1,470,611	379,719			12,852	3,341
1847	1,175,375	73,348	1,248,723	187,341		7,583	7,861	5,279
1848	1,701,495	107,727	1,809,222	385,813		1,287	16,229	4,693
1849	942,489	464,376	1,406,865	409,178		3,900	11,176	5,753
1850	1,179,893	312,111	1,492,004	467,601			5,968	6,889
Total,	$11,261,303	2,169,659	13,430,962	3,288,064		15,808	109,702	42,415
1851	2,265,573	230,894	2,496,467	730,788			10,179	13,871
1852	2,403,530	329,889	2,733,419	308,749			14,024	13,400
1853	2,062,484	171,804	2,234,288	528,567			11,735	9,244
1854	1,697,319	206,290	1,903,609	741,919		147,736	13,015	5,401
1855	1,277,527	122,274	1,399,801	496,283			9,517	7,029
1856	2,238,783	206,065	2,444,848	476,541			16,916	5,552

* 9 months to June 30, and the fiscal year from this time begins July 1.

STEAM COMMUNICATION.

Commerce of the Mediterranean.—The United States Consul at Trieste communicates to the Department of State the following details as to increased steamnavigation with the southern ports of the Mediterranean:

Steam Communication.—The project of establishing steam communication with the Mediterranean has long been a favorite one with a respectable class of merchants in the Atlantic States; and, if we are not mistaken, the experiment of a line to Genoa was tried some years ago, but without success. There is every prospect of the accomplishment of this important object, under the immediate patronage of the Austrian government. It is, in fact, proposed to construct three first-class steamships of 3,200 tons, builder's measurement, and 1,000 horse power, to run between Trieste and New York, making fifteen trips each way per annum, and touching at Corfu, Malta, Algiers, Cadiz, and Lisbon.

TURKEY AND GREECE.

The south-eastern peninsula of Europe is occupied by Turkey and Greece, both of which may be described as mountainous countries, including within their ridges numerous fertile valleys, and in some places extensive lowland plains. The climate and productions of the country are generally the same as those of Italy. The two governments that possess it are equally inefficient for good, though the one be that of a great and powerful empire, apparently in the last stage of decay, and the other a newly-established kingdom. The dominant people of Turkey are the Osmanlee or Ottoman Turks, a branch of the great Toorkee family of Central Asia. There are, however, various other races, some of them more numerous than the Turks, as the Roumi or Greeks, Arnauts or Albanians, Bulgarians, and other Slavonians, Vallachians, Jews, Gypsies, and Franks. Greece is now possessed almost exclusively by a people who boast of their descent from the ancient Hellenes, and speak a language not very much altered from the classic form; but they are not the less evidently much mixed with Slavonic and other barbarian blood. Their independence was established in 1827, but as yet it has been unproductive of any good.

Under the existing treaty between the United States and Turkey, our commerce is placed on the footing of the most favored nations; thus securing to our merchant-vessels the privilege of trading to all the points of Turkey in Europe, Asia, and Africa, on the same conditions as those granted to the most favored nations. Thus our vessels may now trade to the ports of Egypt and Asia Minor, to the Turkish islands of the Archipelago, and to the Ottoman ports of Europe, and on the Asiatic shore of the Black sea. This is at once an immense field for the enterprise of our merchants and seamen. Many facilities are thus offered for the extension of our commerce with the nations of the East; and consular officers may render important services to their countrymen by collecting all the information in their power in regard to the productions and commerce of these countries, and transmitting it to the State Department, by which it will be published from time to time for the general advantage of American citizens.

Galatz, a town of Moldavia, Turkey, on the left bank of the Danube, in latitude 45° 25′ N., longitude 28° E. Though at some distance inland Galatz may be said to be the port of the Danube. Of the three principal mouths of the river, the Soulineh (or middle) mouth, in latitude 45° 10′ 30″ N., and longitude 29° 41′ 20″ E., is the only one accessible by vessels of large burden. The depth of water at its entrance, varies from 10 to 14 feet; from the bar up to Galatz, there is nowhere less than 18 feet. Lighters are stationed without the bar to partially unload large vessels. Vessels of 300 tons burden can lie at the quays.

COMMERCE OF MOLDAVIA IN 1855.

	Imports.	Exports.
Port of Galatz, ...	1,377,638,00	126,451,025,22
By Austria, ...	42,277,577,20	37,014,262,90
Total, (Piasters)	43,655,315,20	163,465,288,12

FOREIGN COMMERCE OF THE UNITED STATES WITH TURKEY, THE LEVANT, ETC.,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$30,883	$406,997	$437,880	$395,680		$91,378	1,393	
1822	6,124	405,197	411,321	364,677	$157,006	13,870	1,418	
1823	4,877	559,783	564,660	703,761	68,000	79,381	1,876	
1824	25,171	384,257	409,428	471,238		48,530	2,153	
1825	34,373	364,591	398,964	840,799		22,600	1,817	
1826	46,897	271,438	318,335	421,932		4,901	1,323	
1827	131,734	470,325	602,059	783,128	50,000	11,587	3,109	
1828	78,374	124,567	202,941	498,533		11,405	603	
1829	27,600	47,384	74,984	293,237		488	687	
1830	75,801	337,539	413,340	417,392		45,018	2,887	
Total,	$461,834	3,372,078	3,833,912	5,190,377	275,006	329,158	17,266	
1831	38,503	298,304	336,807	521,598	29,500	6,368	2,935	
1832	64,722	681,886	746,608	923,629	2,100	4,319	4,805	
1833	167,208	518,471	685,679	786,044	26,451	3,674	4,514	203
1834	62,458	321,221	383,679	569,511	26,840	321	2,246	
1835	63,202	216,822	280,024	387,553	2,752	7,360	3,010	
1836	99,085	534,949	634,034	975,371	23,000		3,531	
1837	36,659	74,653	111,312	693,161		2,700	484	1,759
1838	142,448	115,461	257,909	296,533	300	4,282	1,293	
1839	83,320	266,054	349,374	629,190		2,530	2,232	
1840	119,745	156,873	276,618	563,476	1,928		2,187	
Total,	$877,350	3,184,694	4,062,044	6,846,066	112,871	31,554	27,237	1,962
1841	200,934	179,612	380,546	614,872	900		2,819	
1842	125,521	76,515	202,036	370,248			1,815	
1843*	108,465	68,014	176,479	182,854		2,800	1,533	
1844	186,139	97,245	283,384	385,866		23	2,773	
1845	115,553	49,546	165,099	781,517			1,897	
1846	126,193	73,910	200,103	760,998			3,208	
1847	61,570	65,672	127,242	577,710		2,000	1,118	
1848	114,830	110,321	225,151	406,028	35,275		1,966	230
1849	193,876	85,120	278,996	374,064			1,912	300
1850	204,897	53,344	257,741	801,023			2,689	
Total,	$1,437,478	859,299	2,296,777	5,255,180	36,175	4,823	21,730	530
1851	162,204	65,529	227,733	901,236			4,268	
1852	265,825	50,371	316,196	556,100			3,909	322
1853	207,358	79,981	287,339	727,516			4,365	
1854	219,496	105,702	325,198	803,114			3,948	569
1855	794,259	163,780	958,039	790,889			8,452	902
1856	1,404,768	106,657	1,511,425	741,871			13,409	1,845

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Constantinople, in Turkey, situated on a triangular point of land, on the European side of the sea of Marmora, at the point where it unites with the Bosphorus, the channel leading to the Black sea, lat. 41° 0′ 12″ N., long. 28° 59′ 2″ E. The harbor is excellent, consisting of an arm of the sea, stretching along the north-east side of the city. It has sufficient depth of water for the largest vessels, and can accommodate 1,000 sail. The quays are good, and ships are moored close alongside. The Bosphorus, or channel of Constantinople, runs in a N.E. by N. direction, about fifteen miles, varying in breadth from one half to one and a quarter miles. It has a rapid current and a great depth of water.

Salonica, a large seaport of European Turkey, at the north-east extremity of the gulf of the same name, in lat. 40° 38′ 47″ N., long. 22° 57′ 13″ E. There is no port at Salonica, but an excellent roadstead opposite the town. Vessels of 800 to 1,000 tons find no difficulty.

Smyrna, a large seaport of Asiatic Turkey, on the western side of Asia Minor.

HAYTI.

Hayti, though applicable to the whole island, is, under the present arrangement, applied to that portion in the possession of the empire, extending from Lasabon, on the Massacre river in the north, to the Rio Pedernales, in the south. Its area is estimated at 11,400 square miles. Capital, Cape Haytien.

The government, first a kingdom under Christophe, and afterward a republic under Boyer, etc., was transformed into an empire on the 26th of August, 1849, when the present Emperor, Faustin Soulouque, was dignified by a servile legislature with the title of Faustin I., with hereditary succession. Otherwise the form of government adopted by the Republic, was not materially changed. The present population is approximately stated at 700,000, composed chiefly of blacks, mulattoes, and other mixed races.

The principal staples of Hayti cultivated for export, are coffee and cotton. Formerly, under the French, it was one of the most productive colonies of the West Indies; but at the present it affords one of the most abject pictures of human degradation. The exports of the principal products of the colony in 1789, the last year of French dominion, were—clayed sugars, 47,516,531 pounds; muscovado sugar, 93,573,300 pounds; coffee, 76,835,219 pounds; and cotton, 7,004,274 pounds. In 1841, the total export of sugar amounted to 1,363 pounds; of coffee, 34,114,717, and of cotton, 1,591,451 pounds. Thus it will be seen that the cultivation of sugar has been abandoned, that that of coffee has decreased one half, and that of cotton four fifths. These statistics are not as recent as desirable, but they are the latest of which we have any knowledge.

The commercial statistics of the Empire and Republic, as supplied by the Register of the United States Treasury are not separated, and hence the commerce of the island with the United States, must be considered in the aggregate. The extent and value of the commerce of the United States with the island of San Domingo, in the year ending 30th of June, 1856, was as follows:

Imports into the United States, ...		$1,924,259
Exports from the United States,		
Domestic produce and manufacture, ...	$1,862,823	
Foreign produce and manufacture, ...	263,621—	2,126,454
Total value of commerce, ...		$4,050,713

A GENERAL TABLE OF EXPORTS FROM HAYTI, DURING THE YEARS 1789, 1801, AND FROM 1818 TO 1826, BOTH INCLUSIVE.

Years.	Mus. Sugar.	Coffee.	Cotton.	Cacao.	Dye-woods.	Tobacco.	Mahogany.	Cigars.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet.*	
1789, .	93,573,300	76,835,219	7,004,274					
1801, .	18,518,572	43,420,270	2,480,340	648,518	6,768,634		5,,217	
1818, .	5,443,567	26,065,200	474,118	434,368	6,819,300	19,140	129,962	
1819, .	3,790,143	29,240,919	216,103	370,439	3,094,409	39,698	141,577	
1820, .	2,514,502	35,137,759	346,839	556,424	1,919,743	97,600	129,509	
1821, .	600,934	29,925,951	820,563	264,792	3,728,186	76,400	55,065	
1822, .	200,454	24,235,372	592,368	464,154	8,295,080	583,957	2,622,277	279,000
1823, .	14,920	33,802,837	332,256	335,540	6,607,308	387,014	2,369,047	393,800
1824, .	5,106	44,269,081	1,028,045	461,694	3,858,151	718,679	2,181.747	175,000
1825, .	2,020	36,034,300	815,697	339,937	3,948,190	503,425	2,986,469	
1826, .	32,864	32,189,784	620,972	457,592	5,307,745	340,588	2,136,984	179,500

Gum Guaiacum, in 1822, 7,338 pounds—1823, 13,056 pounds—1824, 68,692 pounds.

FOREIGN COMMERCE OF THE UNITED STATES WITH HAYTI,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$1,740,383	$530,218	$2,270,601	$2,246,257	$60,164	$504,409	46,171	547
1822	1,746,107	378,704	2,119,811	2,341,817	1,525	229,439	43,167	946
1823	1,670,140	708,642	2,378,782	2,352,733	104,697	55,502	37,480	830
1824	1,901,926	463,229	2,365,155	2,247,235	51,462	169,027	46,267	489
1825	1,648,055	406,560	2,054,615	2,065,329	21,100	61,235	39,866	465
1826	1,252,910	166,584	1,414,494	1,511,836		126,945	32,209	1,468
1827	1,162,473	169,436	1,331,909	1,781,309		47,132	25,720	3,774
1828	1,123,405	209,306	1,332,711	2,163,585	20,553	69,703	24,727	5,863
1829	814,987	160,171	975,158	1,799,809	8,438	46,033	18,164	2,988
1830	714,791	108,387	823,178	1,597,140		31,718	19,395	1,748
Total,	$13,775,177	3,291,237	17,066,414	20,107,050	267,939	1,341,143	333,166	19,118
1831	1,126,698	191,677	1,318,375	1,580,578	11,032	35,714	27,807	1,006
1832	1,243,510	425,493	1,669,003	2,053,886	800	16,150	29,990	1,279
1833	1,147,809	280,154	1,427,963	1,740,058	6,395	22,073	28,425	656
1834	1,244,424	192,528	1,436,952	2,113,717	6,965	13,609	32,682	517
1835	1,538,475	277,337	1,815,812	2,347,556		11,270	38,274	847
1836	1,054,974	185,065	1,240,039	1,828,019	53,544	67,299	24,263	848
1837	871,938	140,043	1,011,981	1,440,856	38,247	9,940	17,642	1,332
1838	814,421	95,834	910,255	1,275,762	83,373	6,408	15,066	2,914
1839	991,265	131,294	1,122,559	1,377,989	216,458	3,102	21,081	2,047
1840	945,365	81,849	1,027,214	1,252,824	163,510	16,488	20,663	2,818
Total,	$10,978,879	2,001,274	12,980,153	17,010,745	580,324	202,053	255,843	14,264
1841	1,093,634	61,923	1,155,557	1,809,684	187,167	10,900	26,901	763
1842	844,452	55,514	899,966	1,266,997	68,148	36,264	21,115	363
1843*	610,796	42,574	653,370	898,447	37,898	87,138	16,606	717
1844	1,082,807	45,549	1,128,356	1,441,244	63,016	90,468	26,710	649
1845	1,327,891	77,849	1,405,740	1,386,867	55,544	237,617	27,919	534
1846	1,114,018	43,129	1,157,142	1,542,962	90,001	260,272	23,425	1,642
1847	1,187,017	111,756	1,298,773	1,391,589	39,062	217,725	27,959	2,500
1848	937,586	156,229	1,093,815	1,367,174	13,787	42,955	23,340	2,649
1849	532,577	70,015	602,592	901,724	37,776	42,174	16,556	4,592
1850	1,211,007	139,181	1,350,188	1,544,771	164,687	18,123	29,981	8,127
Total,	$9,941,780	803,719	10,745,499	13,550,950	757,086	1,088,636	240,515	22,496
1851	1,679,372	167,918	1,847,290	1,889,968	181,494	111,183	33,152	7,586
1852	1,479,326	239,577	1,718,903	1,870,672	90,098	37,125	32,365	7,320
1853	1,738,413	260,520	1,998,933	1,985,624	134,609	34,784	31,369	6,124
1854	1,880,187	329,598	2,209,725	2,357,252	45,634	23,845	38,245	4,797
1855	1,929,334	315,718	2,245,052	2,615,525	60,373	10,956	37,193	9,051
1856	1,862,823	263,631	2,126,454	1,924,259	104,095	16,949	34,260	4,750

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Port-au-Prince, the capital of Hayti, or St. Domingo, in lat. 18° 33′ 42″ N., long., 72° 27′ 11″ W. Population variously estimated, probably from 18,000 to 20,000. It is situated on the west coast of the island, at the bottom of a large and deep gulf. It was founded in 1749, since when, with few intervals, it has been the capital of French St. Domingo, as it is now of the entire island. It is partially fortified; the harbor being protected by a battery on a small island, at a little distance from the shore. The country round is low and marshy; and the heat in the summer months being excessive, the climate is then exceedingly unhealthy. The buildings are principally of wood, and seldom exceed two stories in height. The entrance to the harbor is between White island and the southern shore. The depth of water varies from about 18 feet at ebb-tide to about 21 feet at full tide. It is customary, but not compulsory, to employ a pilot in entering the harbor. They are always on the look-out. Ships moor head and stern, at from 100 to 500 yards from shore, loading and unloading by means of boats.

SPANISH COLONIES.

The Spaniards who first resorted to America after its discovery had no intention of settling in the country, or of colonizing it. The idea that gold and silver alone constituted wealth was then universally prevalent; and the bold and enterprising companions and followers of Columbus, instead of engaging in industrious undertakings, which they neither understood nor relished, sought only to enrich themselves by plundering the feeble and defenseless natives of the gold and silver in their possession, and of the abundance of which the most exaggerated accounts were immediately spread throughout Europe. When new adventurers arrived on an unknown coast, their single inquiry was, whether it abounded in gold. If it did, they remained, for some time at least, in the country; if not, they immediately set sail for some other quarter. *Auri rabida sitis a cultura Hispanos divertit*, is the expressive statement of a cotemporary writer (Petrus Martyrus, in the *Novus Orbis* of Grynæus, p. 511). The slow progress of the Spanish colonies after their first discovery must principally be ascribed to this cause. The gold and silver accumulated by the natives were very soon exhausted; and the skill and energy of the successive swarms of adventurers, who continued to pour into the country, were principally directed to the unproductive and generally ruinous trade of mining. The few large fortunes that were made in this way, like the large prizes in a lottery, inflamed the cupidity of the multitude, and gave an appearance of credibility to the fabulous accounts of the excessive productiveness of the mines. After the gambling spirit which had exclusively actuated the early adventurers had begun to subside, the colonists gradually betook themselves to agricultural and commercial pursuits; and the vast variety of valuable productions with which Mexico and the other Spanish colonies abounded, the extreme richness of the soil, and their advantageous situations, would, had they been only tolerably well governed, have occasioned their rapid increase in wealth and civilization. But a blind and intolerant despotism paralyzed their energies, and fettered and retarded their progress. All the abuses and defects of the government of Old Spain were transferred to, and multiplied in, the colonies. The whole property of those vast regions was considered as vested in the crown of Spain; and every law or regulation, whether of a local or general nature, affecting their government, emanated from the council of the Indies, in which it was supposed the king was always present. We can not stop to describe the sort of regulations to which the colonists were subjected with any degree of minuteness; but we may notice a few of them, to furnish the means of judging of their general spirit and probable effect. It was, for example, made a capital offense to carry on any intercourse with foreigners; and the inhabitants of the different colonies were even forbidden any intercourse with each other, unless under the strictest and most vexatious regulations. There were several articles, such as flax, hemp, and wine, which they were not permitted to cultivate; at the same time that the crown reserved to itself the monopoly of salt, tobacco, gunpowder, and some other less important articles. Under such circumstances, we can not be surprised that these colonies should have languished for above two centuries in a state of sluggish inactivity.

FOREIGN COMMERCE OF THE UNITED STATES WITH SPANISH AMERICAN COLONIES* (INCLUDING MEXICO),

From October 1, 1820, to September 30, 1824.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Ton'ge Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$508,176	$529,559	$1,037,735	$1,114,117	$54,893	$129,462	13,208	282
1822	1,592,767	1,828,286	3,421,053	2,522,988	57,698	661,117	31,747	364
1823	1,372,526	3,229,347	4,601,873	4,842,503		1,950,416	33,112	
1824	2,827,521	5,040,966	7,868,487	6,786,769		3,674,800	61,651	1,554
Total,	$6,300,990	10,628,158	16,929,148	15,266,377	112,591	6,415,795	139,718	2,200

FOREIGN COMMERCE OF THE UNITED STATES WITH TEXAS,

From October 1, 1836, to July 1, 1846.

1837	797,312	210,616	1,007,928	163,384	1,700		12,939	1,092
1838	1,028,818	219,062	1,247,880	165,718	825		28,195	397
1839	1,379,065	308,017	1,687,082	318,116		17,409	48,503	1,008
1840	937,072	281,199	1,218,271	303,847		55,062	41,177	530
1841	516,255	292,041	808,296	395,026		65,688	32,838	13
1842	278,978	127,951	406,929	480,892		25,510	24,316	1,369
1843†	105,240	37,713	142,953	445,399		17,174	16,185	927
1844	196,447	81,101	277,548	678,551		10,114	20,065	1,779
1845	210,736	153,056	363,792	755,324		46,427	18,930	2,221
1846	250,240	223,363	473,603	183,058		10,699	28,204	3,245
Total,	$5,700,163	1,934,119	7,634,282	3,889,315	2,525	248,083	271,352	12,581

* The commerce of Texas from 1846, when it became one of the United States, may be found under the head of Texas; and the commerce of Mexico since its Independence under the head of Mexico.

† 9 months to June 30, and the fiscal year from this time begins July 1.

SPANISH COLONIES.

Owing chiefly to the total incapacity of old Spain to furnish her transatlantic provinces with a sufficient supply of the articles she had forced them to import from Europe, and the consequent extension of the contraband trade carried on with them by the other European nations, she had been compelled gradually to relax the severity of her commercial monopoly. A new impulse was thus given to the spirit of industry. The colonists began to be more sensible of the natural advantages of their situation, and less inclined to submit to the blind and bigoted policy of the Spanish court. In 1781, a rebellion broke out in Peru, in consequence of an attempt made by the government to establish a new monopoly in that province, which threatened to end in the total dissolution of the connection between Spain and South America, and was not quelled without great difficulty and much bloodshed. But the spirit of liberty, when once excited, could not be suppressed. It continued to gain ground progressively, until the commencement of the last contest between France and Spain interrupted the communication with the mother-country, and gave the colonists an opportunity of proclaiming that independence which, after a lengthened and bloody struggle, they happily succeeded in achieving.

There is not at this time, nor has there ever been, a commercial treaty between the government of the United States and that of Spain. But two treaties of any kind have been negotiated between the two governments—one purporting to be "A treaty of friendship, limits, and navigation," signed October 27, 1795; the other, "A treaty of amity, settlement, and limits," February 22, 1821.

MEXICO

Mexico extends from 15° 37′ to 32° 22′ N. latitude, and 86° 42′ to 117° 13′ W. longitude. Area, 855,965 square miles. Length (average) about 1,100 miles, and breadth (average) about 600 miles.

Mexico is bounded on the N. by California, New Mexico, and Texas, the Rio Gila, and the Rio Grande demarking the greater part of the boundary; on the E. by the Gulf of Mexico and Caribbean Sea; on the S. by British Honduras and Guatemala, and on the S.W. and W. by the Pacific Ocean. The entire length of its sea-coast is 6,248 miles. Capital, Mexico.

The following account of the trade and commerce of the Republic for the year 1851–52 is compiled from the official returns:

Ports.	Total Tonnage.	Passengers Arrived.	Passengers Departed.
Vera Cruz,	28,203	1,429	1,346
Tampico,	7,704	178	126
Metamoras,			
Campeachy,	6,992	4,975	1
Sisal,	4,239	43	95
Tabasco,	3,739	81	21
Huatulco,			
Acapulco,	131,330	31,242	28,540
Manzanilla,	1,402	11	
San Blas,	30,321	4,863	4,920
Mazatlan,	30,762	5,095	5,000
Altata,	1,158	81	9
Guayamas,	4,835	718	35
Total,	256,692	43,816	40,153

Of the vessels arriving, 68 belonged to Mexico, 435 to the United States, 108 to England, 69 to France, 60 to Spain, 13 to Hamburg, 24 to Peru, 5 to Belgium, 8 to Bremen, and one each to Portugal, Nicaragua, Sweden, Hanover and Venezuela. Among the arrivals were 219 steamers, viz., 145 at Acapulco, 7 at Vera Cruz, 4 at Tampico, 27 at San Blas, 35 at Mazatlan, and 1 at Guayamas. Of these 145 were United States vessels. Of the classes of vessels, besides steamers, there were 55 frigates (vessels of war), 114 barks, 165 brigs, 63 hermaphrodite brigs, 155 schooners, and 68 pilot-boats.

An official letter to the Department of State, Washington city, dated October 10, 1855, at Vera Cruz, remarks as follows upon the Mexican tariff:

"Nothing can be more corrupt, false, unjust, unequal, and generally pernicious, than the entire Mexican commercial system. There are now no less than four distinct tariffs in operation and counter-operation here; not to mention concessions and special privileges granted to certain places and favored individuals—all to the great prejudice of the regular American merchant transacting business under the protection guarantied by solemn treaties. Merchants are even now continually imposed on, and openly robbed, under one or the other of them; the custom-house electing the tariff under which any given importation shall be entered to suit its own convenience; for come what may in the shape of reform the unlucky foreigner has to pay for it."

FOREIGN COMMERCE OF THE UNITED STATES WITH MEXICO,

From October 1, 1824, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TONGE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1825	$951,040	$5,519,104	$6,470,144	$4,041,647	$199,916	$2,603,108	20,487	2,618
1826	1,024,275	5,256,775	6,281,050	3,916,198	1,500	2,860,409	23,526	2,452
1827	886,907	3,286,350	4,173,257	5,231,867	800	4,005,255	23,494	2,123
1828	522,016	2,364,468	2,886,484	4,814,258	4,550	3,853,880	26,870	3,181
1829	495,626	1,835,525	2,331,151	5,026,761	4,640	4,344,946	21,682	4,719
1830	985,764	3,851,694	4,837,458	5,235,241		4,703,716	27,295	3,551
Total,	$4,865,628	22,113,916	26,979,544	28,268,972	211,736	22,371,314	143,354	18,644
1831	1,091,489	5,086,729	6,178,218	5,166,745	24,210	4,464,134	22,303	10,019
1832	845,777	2,621,764	3,467,541	4,293,954	1,600	3,626,704	24,111	9,364
1833	1,649,314	3,758,777	5,408,091	5,452,818	1,410	4,592,892	30,548	4,359
1834	1,192,646	4,072,407	5,265,053	8,066,068		7,204,517	25,504	6,032
1835	3,016,612	6,012,609	9,029,221	9,490,446	8,395	8,243,181	44,453	11,169
1836	1,500,639	4,540,996	6,041,635	5,615,819		4,537,418	27,273	4,583
1837	939,613	2,940,710	3,880,323	5,654,002		4,650,978	17,502	4,018
1838	1,040,906	1,123,191	2,164,097	3,500,709	22,732	2,689,426	11,338	2,725
1839	816,660	1,970,702	2,787,362	3,127,153	4,200	2,273,548	17,816	5,620
1840	969,938	1,545,403	2,515,341	4,175,001		3,458,892	13,348	3,025
Total,	$13,063,594	33,673,288	46,736,882	54,542,715	62,547	45,841,690	234,196	60,914
1841	886,513	1,150,107	2,036,620	3,284,957	6,204	1,938,083	14,018	4,935
1842	969,371	564,862	1,534,233	1,995,696	8,680	1,342,817	15,912	1,226
1843*	907,745	564,192	1,471,937	2,782,406	11,825	2,176,663	22,727	2,360
1844	1,292,752	502,081	1,794,833	2,387,002	6,000	1,780,267	22,636	1,804
1845	784,154	368,177	1,152,331	1,702,936		956,407	16,952	4,500
1846	901,333	629,847	1,531,180	1,836,621	1,440	698,553	14,224	3,964
1847	536,641	155,787	692,428	746,818		328,008	10,716	2,155
1848	2,095,485	1,962,951	4,058,436	1,581,247		850,146	62,088	4,526
1849	1,047,999	1,042,869	2,090,868	2,216,719	6,290	1,528,225	29,820	10,140
1850	1,498,791	514,036	2,012,827	2,135,366		1,560,166	24,518	30,104
Total,	$10,920,784	7,454,909	18,375,693	20,669,768	40,439	13,159,335	233,606	65,714
1851	1,014,690	567,093	1,581,783	1,804,779		1,083,993	31,019	20,145
1852	1,406,372	878,557	2,284,929	1,649,206		1,093,942	22,719	17,974
1853	2,529,770	1,029,054	3,558,824	2,167,985		1,411,885	30,810	15,804
1854	2,091,870	1,043,616	3,135,486	3,463,190		2,525,334	29,758	15,173
1855	2,253,368	669,436	2,922,804	2,882,330	1,200	1,978,080	41,458	10,423
1856	2,464,942	1,237,297	3,702,239	3,568,681	450	2,714,923	47,129	7,106

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Acapulco, lat. 16° 50′ 30″ N., long. 90° 46′ W., the best seaport on the western coast of Mexico, and is capable of containing a large navy with perfect safety.

Tampico, a considerable commercial port on the eastern coast of Mexico, in lat. 22° 15′ 30″ N., long. 97° 52′ W. The shifting of the bar at the mouth of the river, and the shallowness of the water on it, which is sometimes under 8 feet and rarely above 15 feet, are serious obstacles to the growth of the port. Vessels that can not enter the port load and unload by means of lighters, mooring outside of the bar, so that in event of a gale from the north, they can readily get to sea.

Vera Cruz, the principal seaport on the eastern coast of Mexico, lat. 19° 11′ 52″ N., long. 96° 8′ 45″ W. The harbor lies between the town and the island of San Juan d'Ulloa, about 2,400 feet wide; it is insecure, the anchorage being very bad, and no vessel is safe, unless made fast to iron rings fixed into the wall of the castle, on the island, and even then accidents sometimes occur.

Guaymas, a seaport town of Sonora, Mexico, on the gulf of California, at the mouth of a considerable river, lat. 27° 55′ N., long. 110° 16′ W. It is neither large nor well built, but its harbor is the best on the western coast of Mexico, and it has an active and increasing trade.

MONTEVIDEO,

A seaport, and the capital of the Republic of Uruguay, on the north bank of the Rio de la Plata, latitude 34° 54′ 11″ S., longitude 56° 13′ 18″ W. The population, which is variously estimated, may probably be about 12,000. The town is built in the form of an amphitheater, on a regular plan, and is well fortified. It has suffered much from the various revolutions to which it has been subject during the last thirty years.

Montevideo is situated 2° 3′ 33″ W. of Cape St. Mary, the northern limit of the embouchure of the La Plata. Vessels from the north bound to Montevideo generally make this cape, entering the river between it and the small island of Lobos, in from 14 to 17 fathoms. The course is thence nearly west to the Isle of Flores, on which is a lighthouse 112 feet above the level of the sea, with a revolving light. From Flores to Montevideo is 16 miles in a direct line, and the course W. by S. by compass. A lighthouse, 475 feet above the level of the sea, has been erected on the summit of the Montevideo, whence the town has its name. The latter is built on a projecting tongue of land, the port being on its south side. This, which is the best on the La Plata, is a large circular basin open to the S.W.; generally the water is shallow, not exceeding from 14 to 19 feet, but the bottom being soft mud, vessels are seldom damaged by grounding. It should, however, be observed that the depth of water in the harbor, as well as throughout the whole of the Rio de la Plata, depends very much on the direction and strength of the winds. The S.W. wind, called *pamperos*, blows right into the Bay of Montevideo with much force, not unfrequently causing a rise of a fathom or more in the depth of water. But it rarely occasions much damage to vessels properly moored with anchors to the S.W., S.E., and one to the N.—(*Blunt's American Pilot*, pp. 542–555; *Coulier sur les Phares, etc.*)

Montevideo has a considerable commerce. The great articles of export consist of animal products, or of hides, beef, tallow, hair, bones, grease, wool, etc. The imports principally consist of British cottons, woolens, and hardware, flour, wine and spirits, linens, sugar, tobacco, boots and shoes, salt, etc.

Vessels belonging to Uruguay are admitted into the ports of the United States on same terms as respects tonnage and navigation duties, as American vessels, with the produce or manufactures of her own, or any other country. And by a law of Uruguay, passed June 17, 1854, similar privileges are granted to vessels belonging to the United States.

National vessels, and vessels belonging to the provinces of Buenos Ayres, employed within the river Plata, called coasting, pay a license for each voyage.

Hospital Dues.—National and foreign vessels, sailing for a foreign port beyond sea, or in the river Plata, pay two dollars for the vessel, four reals for the captain, two reals for each seaman, one dollar for each passenger.

Money, Weights, and Measures.—Paper money there is none. Current money, the Brazilian patacon and Spanish dollar; they pass for 960 contesimo. 100 cents make a real. 800 cents, or 8 reals, make a dollar. 960 cents, or 9 reals 60 cents, make 1¼ current dollar, or 1 hard dollar or patacon. Weights and measures same as those of Spain.

FOREIGN COMMERCE OF THE UNITED STATES WITH URUGUAY

(*Formerly Cisplatine Republic*),

From October 1, 1830, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1831							356	
1832	$3,325		$3,325				379	
1833							1,129	
1834							4,774	
1835							6,391	349
1836							5,734	
1837	7,864		7,864	$10,510			3,562	435
1838	35,762	$24,567	60,329	18,631	$650		3,112	170
1839	50,998	38,302	89,300	625,432	7,875		8,536	262
1840	82,102	67,628	149,730	494,402	31,667	$7,397	8,197	230
Total,	$180,051	130,497	310,548	1,148,975	40,192	7,397	42,170	1,446
1841	140,031	16,193	156,224	345,234		600	10,107	
1842	201,999	67,968	269,967	581,918	10,432	4,697	14,215	812
1843*	219,576	75,549	295,125	121,753	7,803		6,858	393
1844	394,266	67,910	462,176	144,763	25,674	22,088	12,519	1,159
1845	140,986	16,150	157,136	20,573	23,964		3,252	614
1846	210,406	15,493	225,904	26,472	5,516	3,000	5,599	303
1847	180,536	56,303	236,839	112,810	33,300	1,806	3,536	786
1848	339,859	43,869	383,728	523,064	2,692	400	11,949	4,413
1849	134,638	13,089	147,727	79,924	8,600		2,345	2,635
1850	60,024	1,518	61,542				867	1,167
Total,	$2,022,321	374,047	2,396,368	1,956,511	117,981	32,591	71,247	12,282
1851	32,711	13,078	45,789	19,114	12,500		1,320	647
1852	181,156	11,917	193,073	49,707			2,906	3,537
1853	296,088	12,358	308,446	302,980			8,700	1,356
1854	450,855	62,102	512,957	457,179			17,892	1,751
1855	394,657	27,515	422,172	242,709	8,200		16,556	3,165
1856	517,849	33,480	551,329	361,036	4,333		12,784	535

* 9 months to June 30, and the fiscal year from this time begins July 1.

REPUBLIC OF URUGAY.

Uruguay, otherwise known as the Banda Oriental, or the Cisplatine Republic, lies on the northern coast of the estuary of the Rio de la Plata, and is bounded W. by the river Uruguay, and S.E. by the Atlantic ocean. Lat. 30° 27′ and 34° 53′ S., long. 52° 31′ and 57° 47′ W. Area, 120,000 square miles. Length, N. and S., about 280 miles, breadth, E. and W., about 250 miles. On the N.E. and N. its limits are co-terminous with those of Brazil. Capital, Montevideo. The population in 1850 was variously estimated at 40,000 or 50,000, of which about one fourth are found in Montevideo. The other inhabited places are Maldonado, Colonia, Santa Lucia, Camelones, San José, San Carlos, Soriano, and Cerro Largo, which are all towns; and the villages are Toledo, Pando, Rocha, Penarol, Piedras, San Salvador, Minas, Florida, Porongas, Colla, Bucas, Nevoras, Espenella, Mercedes, Paisanda, and Heroidera. In 1810 this country, then a province of the viceroyalty of Buenos Ayres, contained from 60,000 to 70,000 inhabitants. The decrease in population is ascribed to the revolution against Spain, to civil wars, and to the occupation of the country by the Portuguese or Brazilians, which nations being universally detested by the natives caused great numbers to leave the country. The country is highly favored by nature. It is everywhere well watered by fine rivers. Its soils, fertile even to the hill-tops, are peculiarly adapted to agriculture and grazing, and animal products have ever been the staple material of the commerce of Montevideo. Nearly the whole country abounds in pastures of excellent quality, and the scenery presents a constant succession of hills, eminences, meadows, wilds, rugged defiles, and mountains.

COLOMBIA.

Colombia, an extensive region of South America, formerly under the Spanish government. The independent republic of Colombia was established by Bolivar in December, 1819, comprising the then republics of Venezuela and New Granada.

Colombia, so named in honor of Columbus, comprised, under the Spanish government, the ancient vice-royalty of New Granada and Quito, and the *capitania general* of Venezuela. The Republic was bounded E. by the Atlantic Ocean, and extended from Cape Nassau at the mouth of the Essequibo (N. latitude 7° 39′, W. longitude 53° 47′) to Cape Gracias-à-Dios, in the province of Honduras (N. latitude 15° 1′, W. longitude 82° 46′), including the islands of Margarita, St. Andrews, and others. On the Pacific, the western boundary commenced at Golfo Dulce (N. latitude 8° 20′, W. longitude 83°), and extended along the Pacific, comprehending the adjacent islands, as far as the river Tumbes (S. latitude 3° 34′, W. longitude 86° 30′). On the south it was separated by the Tumbes and a lofty mountain ridge from Peru, Brazil, and the British possessions on the Essequibo. The boundary line between Colombia and Guatemala on the north, although highly important to both countries on account of the proposed water communication between the Atlantic and the Pacific at lake Nicaragua, was not accurately defined. The extent of territory comprised within these limits has been estimated at 92,000 square leagues, of which 58,000 belonged to New Granada and Quito, and 33,700 to Venezuela.

The *llanos* of Colombia are extensive plains, about 200 or 300 feet above the level of the sea; which are watered by the Caqueta, Meta, Guaviare, Casanare, Apure, and other tributaries of the Orinoco. Their area is estimated at 17,000 square leagues, and their climate is hotter and less healthy than that of the mountains. Toward the south they are covered with immense forests; their vegetation throughout is extremely luxuriant; and they teem with an endless variety of animals, birds, reptiles, and insects. The river Meta, in connection with the Orinoco, affords water communication from the Atlantic to within a few leagues of Bogota, a distance of 1,500 miles. By means of the Cassiquiari, a branch of the Orinoco, this river is connected with the Rio Negro, a tributary of the Marañon, and thus a water communication is established between two of the largest rivers of the world. In addition to these, the Magdalena, which is navigable to within a short distance of Bogota; the Guayaquil, important as furnishing an outlet to the commerce of Quito; and the extensive lake of Maracaybo, with its large tributaries, afford great facilities for internal communication.

Colombia, embracing in climate all the gradations of temperature from extreme heat to extreme cold, would long before this have become one of the most prosperous countries of the world, had not its political condition under Spanish rule greatly retarded the development of its natural resources. The cultivation of the vine and olive, the breeding of the silk-worm, and the working of the iron mines were prohibited by the Spaniards in South America under severe penalties, lest they should interfere with the industry of Spain. The natural productions of Columbia are cacoa, coffee, cotton, sugar, cinchona bark, dyewoods, etc.

FOREIGN COMMERCE OF THE UNITED STATES WITH COLOMBIA,

From October 1, 1824, to October 1, 1838.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1825	$1,118,280	$1,120,975	$2,239,255	$1,837,050	$18,400	$199,459	25,928	1,858
1826	946,014	1,006,658	1,952,672	2,079,724	10,500	462,617	19,776	2,039
1827	611,312	333,222	944,534	1,550,248	84,571	565,881	13,042	602
1828	560,846	323,678	884,524	1,484,856	29,200	420,524	10,365	88
1829	525,783	241,565	767,348	1,255,310	880	222,337	8,490	138
1830	316,732	180,258	496,990	1,120,095		414,996	5,955	62
Total,	$4,078,967	3,206,356	7,285,323	9,327,283	$143,551	$2,285,814	83,551	4,787
1831	375,319	282,830	658,149	1,207,154		284,903	7,188	
1832	406,857	710,167	1,117,024	1,439,182	58,792	289,386	9,443	269
1833	439,984	517,559	957,543	1,524,622	78,454	209,166	9,467	1,014
1834	420,758	374,809	795,567	1,727,188	26,977	246,103	8,773	866
1835	458,068	605,948	1,064,016	1,662,764	175,716	186,253	10,180	659
1836	393,687	435,568	829,255	1,696,650	161,989	156,243	8,358	1,252
1837	540,150	539,959	1,080,109	1,567,345	100,681	144,053	7,815	1,893
1838	406,564	318,175	724,739	1,615,249	114,117	226,515	6,823	1,917
Total,	$3,441,387	3,785,015	7,226,402	12,440,154	716,726	1,742,622	68,047	7,870

For the commerce of the United States with Colombia subsequently to the year 1838, see Venezuela and New Granada.

PRINCIPAL PORT.

Guayaquil, a city and port of Colombia, on the western coast of South America, lat. 2° 11′ 21″ S., long. 79° 43′ W. Population, 20,000. The town is situated on the banks of the river of the same name, about six or seven leagues from the Isla Verde, or nine leagues from the Isla Puna, in the gulf of Guyaquil, opposite to the mouth of the river. Ships bound for Guyaquil generally call at the Isla Puna, where expert pilots may be had, who carry them up to the town by night or by day, according to the state of the tides. The town is old, but as the houses are of wood, and it has frequently suffered from fires, much of it is comparatively modern, and has a good appearance. There is a dry-dock on the south bank of the river, where several ships of a superior construction have been built. The district in which Guyaquil is situated has for a considerable period formed a part of Ecuador or Æquator. Its principal article of export is cocoa, of which large quantities are shipped; and next to it are straw hats, timber, tobacco, hides, bark, etc. The principal articles of import are manufactured cottons and hardware, silks, wine, flour, etc.

ACCOUNT OF THE QUANTITIES AND VALUES OF THE PRINCIPAL ARTICLES OF PRODUCE EXPORTED FROM GUAYAQUIL, IN 1849, 1850, AND 1851.

Articles.	1849.		1850.		1851.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Cocoa, . . lbs.	14,020,446	£139,408	11,171,818	£111,713	9,567,068	£100,000
Straw hats . doz.	21,101	73,856	26,336	93,800	35,354	107,700
Tanned hides, . sides	22,367	5,871	26,400	8,400	17,113	5,100
Tobacco, . quintals	2,123	9,289	1,522	8,300	2,808	12,400
Timber, . . logs	3,243	1,418	7,571	8,510	16,244	16,300
Mangles, . . poles	1,419	62	3,458		10,027	700
Flax, . . lbs.	17,156	563	7,558	200	860	50
Orchilla . quintals	706	1,236	1,240	2,400	1,138	2,000
Tamarinds. "	180	229	175	200	867	600
Bark, . . "	714	1,499	1,045	6,500	2,688	14,000
Total Value, . . .		£284,020	. . .	£278,625	. . .	£287,800

CENTRAL AMERICA.

States.	Pop.	Capitals.
Guatemala, . .	600,000	Guatemala, 50,000 inhabitants.
Honduras, . .	230,000	Comayagua.
St. Salvador, . .	280,000	San Salvador, 5,000 "
Nicaragua, . .	264,000	Leon, 80,000 "
Costa Rica, . .	100,000	St. Jose, 18,000 "

The above is probably not accurate, but as nearly so as is known. Guatemala has the largest territory, and San Salvador has the smallest. Costa Rica has the Gulf of Nicoya on the Pacific, latitude nine and a half north. San Salvador and Honduras have the bay of Fonseca, also on the Pacific, latitude 13 degrees. In this bay is Tiger island, on which is a mountain over 4,000 feet high.

The city of Guatemala is 4,950 feet above the ocean. It is thirty leagues from the Pacific. The State has only one seaport, or rather roadstead, on the Pacific—the small town of San Jose, eight miles west of Istapa, which is closed. A high surf makes it dangerous to land. In this State is a volcano 14,000 feet high.—*W. Neilson, of Panama.*

San Salvador was destroyed by an earthquake, April, 1854. Santa Tecla is the new capital, 12 miles distant from the city.—*Neilson.*

Punta Arenas, in the Gulf of Nicoya, is the only port open to foreign commerce in Costa Rica. Coffee is the principal production. A good many Germans are settled in the country.—*Neilson.*

Cartago, the former capital, with about 25,000 inhabitants, was entirely destroyed by an earthquake in September, 1841. The volcano of Catago is about 11,000 feet high. It was ascended by Mr. Stephens in January, 1840.

La Union, or Conchagua bay, St. Salvador, C. A., is a fine sheet of water, forms a part of the Bay Fonseca, possessing an anchorage of from 3 to 12 fathoms, free from shoals, and well protected from all winds, being a near approach to a circle, and about 10 miles in diameter. It is surrounded on three sides by high land, and the entrance is protected by a number of islands, with many deep and safe channels, only one of which is at present used by ships entering and leaving, although many of the others are, no doubt, equally good, and would be quite as available, if surveyed. The port of the Union is by far the best in the State of San Salvador. On the opposite side of the Gulf of Fonseca, is the port of San Lorenzo, in Honduras, the above State being here bounded, for a short distance, by the waters of the Pacific ocean. The port is safe and convenient, and of easy access; but as nearly all the commerce of this State is carried on by the Atlantic coast, it is but little resorted to by vessels.

Ports on the Pacific side.—Commencing at the most northerly part of the S.W. coast, the first of the ports upon the Pacific is Jacos, which is the only place in the province of the Altos ever visited by vessels. It is an open roadstead, where a landing is always effected with some difficulty, on account of the continual heavy surf breaking upon the shore. *Iztapa*, the port of Guatemala, and *Acajuntla*, the port of San Salvador, are the next in rank. Port of *Realejo* in Nicaraugua, is said to be one of the best ports on the Pacific.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE CENTRAL REPUBLIC OF SOUTH AMERICA,

From October 1, 1824, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1825	$40,377	$59,145	$99,522	$56,789	$3,200		3,123	
1826	79,294	40,480	119,774	204,270		$43,013	2,598	
1827	147,574	77,198	224,772	251,342		106,609	5,015	
1828	106,773	52,499	159,272	204,770		56,487	3,390	56
1829	123,631	116,223	239,854	311,931		139,872	3,320	
1830	138,456	111,662	250,118	302,833		131,672	3,044	
Total,	$636,105	457,207	1,093,312	1,331,935	3,200	477,653	20,490	56
1831	141,179	165,318	306,497	198,504		88,810	3,315	
1832	139,206	196,101	335,307	288,316	51,990	94,525	4,389	116
1833	267,760	307,256	575,016	267,740	31,500	84,529	2,933	
1834	111,616	72,533	184,149	170,968		26,801	1,975	
1835	111,624	72,169	183,793	215,450	4,700	32,313	1,851	
1836	86,349	103,169	189,518	195,304	20,900	31,911	1,141	
1837	82,314	75,349	157,663	163,402		14,625	1,083	
1838	111,910	131,139	243,049	155,614	21,050	50,304	1,843	
1839	111,752	104,490	216,242	192,845	54,303	35,671	471	
1840	130,661	87,285	217,946	189,021	10,600	26,582	721	
Total,	$1,294,871	1,314,809	2,609,180	2,037,164	195,043	485,571	19,725	116
1841	78,616	71,297	149,913	186,911	2,601	19,241	1,178	145
1842	46,649	22,817	69,466	124,994	9,015	10,895	638	165
1843*	84,469	18,497	52,966	132,167	800	11,818	1,802	
1844	103,377	46,899	150,276	223,408	10,000	14,187	2,251	120
1845	41,548	26,101	67,649	65,269	2,967	3,411	1,049	187
1846	75,136	45,117	120,253	116,733	4,375	12,123	957	214
1847	73,322	23,246	96,568	80,581		5,189	1,345	
1848	84,910	15,438	50,378	18,272	2,000		308	700
1849	112,480	23,739	136,219	56,017		5,907	5,203	78
1850	57,225	12,967	70,192	261,459	16,190	16,691	2,290	1,722
Total,	$657,762	306,118	963,880	1,265,811	47,948	99,412	17,021	3,331
1851	223,302	39,089	262,391	149,856	14,194	17,670	27,565	4,400
1852	886,136	87,382	473,518	268,355	7,400	207,495	54,586	5,888
1853	225,856	120,474	346,330	590,937		498,598	80,737	3,172
1854	250,539	58,345	308,884	2,360,422		2,233,100	85,314	3,499
1855	1,210,584	51,586	1,262,170	286,409	1,000,000	121,452	90,943	1,111
1856	347,265	49,356	396,621	246,853	20,000	60,579	84,321	903

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

San Juan de Nicaragua, a seaport town at the mouth of the river of the same name, state of Costa Rica, on the western shore of the Caribbean sea, lat. 10° 55′ N., long. 38° 43′ W. The port is excellent, and is considered the best on this part of the coast. Till lately the town was quite inconsiderable, and consisted of little else than a cluster of huts; but latterly it has no doubt been improved. This place has risen into importance from its being at the western extremity of a proposed line of water communication between the Caribbean sea and the Pacific ocean. This line is to consist partly of the river San Juan, flowing from the lake of Nicaragua east to the sea at San Juan, partly of the lake, and partly of a canal to be constructed from the latter to the Pacific ocean. This project has been often mooted; but the discovery of the extraordinary mineral riches of California, and the consequent emigration to and intercourse with that country, have given it an incomparably greater interest than it formerly possessed. The country appears to present greater facilities for effecting this great work than any other part of Central America, except the Isthmus of Darien or Panama. The river San Juan, about 90 miles in length, is said to have been occasionally navigable throughout its entire course, for sea-going vessels.

NEW GRANADA.

New Granada, 12° 30′ N., and 3° 35′ S. latitude, and 65° 51′ and 83° 5′ W. longitude. Area, 521,948 square miles. Length, about 1,000 miles, and breadth, about 520 miles. New Granada occupies the north-west portion of South America; and is bounded north by the Caribbean sea and Costa Rica, east by Venezuela and Brazil, south by Ecuador, and west by the Pacific ocean. Capital, Santa Fé de Bogota.

Christopher Columbus discovered terra firma in 1498, and, during his fourth voyage, on the 2d of November, 1502, found Chagres and the bay of Limones, called also Navy bay. Different governments have been established throughout the Granadan territory, while Spanish colonies; a vice-royalty was at length formed in 1732, of what are now the Republics of New Granada and Ecuador. In 1810, New Granada separated herself from the Spanish monarchy, and maintained a constant war until 1824, when the Spanish army was conquered by the Republican, of which two thirds consisted of Colombians. Bolivar, the most distinguished leader of the Spanish-American revolution, was the first proposer of the union of Venezuela and New Granada, in 1818; and when the Congress of Angostura met, early in 1819, the fundamental law was enacted which established Colombia, on the 17th of December of that year, Venezuela separated herself in November, 1829, and Ecuador in May, 1830; and the central part of Colombia instituted itself the republic of New Granada on the 21st of November, 1831. In 1832, the Constitution of the State was sanctioned, under the form of a Democratic Republican government, by dividing the supreme power into the Executive, Legislative, and Judicial, under a central regimen, but giving to the provinces a municipal corporation, that each section might legislate in its local affairs. The Republic was divided into provinces, these into cantons, and the cantons into parochial districts. The State recognized no national religion; but has declared that it will pay for the Catholic worship, and protect Granadans in its exercise. The law of Colombia, which attributed to itself the law of patronage exercised by Spain, has continued in vigor to the present time. The Republic was first divided into eighteen provinces; and they have since been increased to thirty-five. The Constitution of 1832 was reformed in 1843, without any variation in the form of government.

COMMERCE OF NEW GRANADA, 1852.

Principal Ports.	Entered. Ships.	Entered. Tons.	Cleared. Ships.	Cleared. Tons.
Carthagena,	114	14,371	109	13,734
St. Martha,	59	4,157	48	4,127
Panama,	312	143,899	297	133,836
Total,	485	162,427	454	151,697

Value.	Entered.	Cleared.
Carthagena,	381,946 livr. sterling.	99,207 livr. sterling.
St. Martha,	84,734 "	15,993 "
Panama,	302,368,000 frcs.	2,476,009 frcs.

FOREIGN COMMERCE OF THE UNITED STATES WITH NEW GRANADA,

From October 1, 1838, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1839	$35,219	$29,585	$64,804	$90,514		$42,303	1,262	1,367
1840	57,922	77,329	135,251	217,382	$704	128,168	1,000	882
Total,	$ 93,141	106,914	200,055	307,896	704	170,470	2,262	2,249
1841	50,562	59,873	110,435	144,117	14,153	42,432	533	722
1842	57,363	46,361	103,724	176,216	...	41,584	1,615	161
1843*	72,009	89,944	161,953	115,733	2,480	39,714	1,245	
1844	75,621	49,225	124,846	189,616		62,605	1,691	
1845	43,717	30,260	73,977	171 921		47,389	1,562	
1846	51,849	24,095	75,944	67,043		32,100	1,069	293
1847	53,655	19,405	73,060	156,654		75,179	565	784
1848	79,165	45,438	124,603	213,296	19,000	77,500	733	1,567
1849	244,460	53,324	297,784	158,960	52,077	62,562	25,094	1,354
1850	970,619	285,600	1,256,219	591,992	273,000	430,039	121,753	6,237
Total,	$1,704,020	703,525	2,407,545	1,985,548	360,710	911,104	155,860	11,068
1851	2,507,701	593,121	3,040,822	695,606	65,395	495,758	205,390	12,585
1852	1,298,236	217,558	1,515,794	750,527	50,461	456,744	183,375	5,158
1853	753,391	103,079	856,470	553,528	3,462	295,956	205,602	8,840
1854	855,254	82,052	937,306	1,478,520	2.017	885,022	170,460	1,164
1855	892,245	169,800	1,062,045	1,799,672	273,864	478,943	121,563	1,658
1856	1,444,843	166,549	1,611,392	2,325,019	257,474	232,490	129,518	1,312

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Chagres, a seaport town of New Granada, Central America, on the northern coast of the Isthmus of Panama, at the mouth of the Chagres river, in the Carribean sea. Lat. of fort San Lorenzo 9° 18′ 6″ N., long. 79° 59′ 2″ W. It is a mere collection of huts, with a harbor only for vessels drawing ten or twelve feet of water; but it has frequent traffic with Panama, and is sometimes resorted to by shipping from the United States, Carthagena, and the British West Indies.

Panama, a city and seaport of New Granada, on the Pacific, 38 miles south-east of Chagres, lat. 8° 56′ N., long. 79° 31′ 2″ W. Population estimated at 7,000. It stands on a rocky peninsula, projecting into the bay of Panama, and has an imposing aspect from the sea. Its streets are well ventilated, and it is said to be cleaner than most Spanish American cities. It is encircled by irregular and not very strong fortifications, constructed at different periods. The houses are partly of wood, straw, and other fragile materials. The tides daily rise and fall from 20 to 27 feet, so that it is peculiarly well fitted for the repair and building of ships. The Panama railroad has one of its termini here, and another at Aspinwall, on Manzanilla island, Navy bay. Trains take about four hours in passing from sea to sea.

Cartagena, or Carthagena, a strongly-fortified city and seaport of New Granada, South America, of which republic it is the chief naval arsenal, capital of the province, on a sandy peninsula in the Caribbean sea. Lat. of the dome 10° 25′ 36″ N., long. 75° 34′ W. Population, 10,000, nine tenths of whom are a mixed black race. Its excellent port is defended by two forts, and is the only harbor on the north coast of New Granada adapted for repairing vessels. Cartagena is the principal dépôt for the produce of the provinces watered by the Cauca and Magdalena rivers, and is connected with the Magdalena by a canal. It exports sugar, cotton, coffee, tobacco, hides, specie, bullion, etc. Under the Spaniards, this city was the seat of a captain-general, and of one of the three tribunals of the Inquisition in America. It was the first town that proclaimed independence, and in 1815 endured a most vigorous siege, and was subdued only by famine. Population of the province, 103,783.

VENEZUELA,

A republic of South America; its territory lies chiefly between latitude 2° and 12° N., and longitude 60° and 73° W., having E. British Guiana, S. Brazil, W. New Granada, and N. the Caribbean Sea.

The E. Cordillera of the Andes extends through its N. part from W. to E., terminating in the peninsula of Paria. S. of this is a wide plain country, traversed by the Orinoco, the whole course of which river is in this region. Other principal rivers are the Meta, Apure, Arauca, Carony, tributary to the Orinoco; the Cassiquiare, connecting it with the Amazon, and the Tocuyo, Zulia, and Cuyuni in the N. and E. The lakes Maracaibo and Valencia, and islands Margarita and Tortuga, belong to this republic. All the finest tropical products grow luxuriantly; the principal sources of wealth are cacao, coffee, tobacco, indigo, cotton, sarsaparilla, dyewoods, timber, and especially cattle, and the articles of trade which they yield. Total value of exports $6,000,000 annually, mostly sent to the West India islands, the United States, Great Britain, and Spain. Imports comprise woven fabrics, chiefly cottons and linens, flour and provisions, hardwares, soap, wines, and specie.

COMMERCE IN 1851-2.

COUNTRIES.	VESSELS.		TONNAGE.	
	Entered.	Cleared.	Entered.	Cleared.
Austria,	..	2	..	474
Belgium,	3	..	576	..
Brazil,	1	..	203	..
Sardinia,	9	10	2,015	1,895
Hanse Towns,	43	49	14,257	11,680
Denmark,	88	37	9,621	3,350
Spain,	42	87	6,059	11,224
France,	46	58	10,112	10,376
United States,	124	153	23,777	31,374
Great Britain,	515	1,073	23,033	31,829
Hayti and St. Domingo,	..	2	..	326
Mexico,	..	4	..	472
New Granada,	..	1	..	22
Netherlands,	195	175	10,307	10,788
Other places,	3	44	44	..
Total,	1,069	1,651	100,004	113,810

COMMERCE IN 1853-4.

	Imports.	Free.	Exports.
United States,	1,180,445	313,679	2,420,936
Hanse Towns,	783,005	295,917	1,197,035
Great Britain,	1,649,813	712,870	273,212
France.	632,712	221,954	1,077,592
Denmark,	873,580	201,630	498,416
Spain,	253,673	95,278	1,078,272
Netherlands,	261,559	76,253	449,524
Mexico,	2,682	9	106,006
Sardinia,	27,710	11,340	36 811
Other countries,	27,209	8,013	
Total, in piasters,	5,692,388	1,936,943	7,139,804
Total, in francs,	22,769,452	7,747,772	28,559,216

FOREIGN COMMERCE OF THE UNITED STATES WITH VENEZUELA,

From October 1, 1838, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1839	$413,245	$272,736	$685,981	$1,982,702	$104,482	$35,041	9,211	1,550
1840	554,267	229,605	783,872	1,355,166	78,957	27,521	9,386	920
Total,	$967,512	502,341	1,469,853	3,337,868	185,192	62,562	18,627	2,470
1841	532,419	230,083	762,502	2,012,004	145,717	3,168	9,530	1,284
1842	499,380	166,832	666,212	1,544,342	71,222	27,676	9,742	3,211
1843*	483,077	100,425	583,502	1,191,280	21,033	95,816	8,030	884
1844	442,491	88,741	531,232	1,423,479	45,333	5,058	8,835	1,839
1845	535,545	189,585	725,130	1,268,275	152,521	19,448	10,733	1,117
1846	584,069	197,478	781,547	1,509,000	154,043	2,959	11,125	1,244
1847	571,474	43,739	615,213	1,322,496	7,945	42,409	10,800	630
1848	400,230	62,798	463,028	1,225,611	38,511	73,597	7,631	1,505
1849	431,421	106,213	537,634	1,413,096	132,382	65,870	8,420	1,157
1850	678,462	340,008	1,018,470	1,920,247	490,489	49,730	8,509	2,697
Total,	$5,158,568	1,525,902	6,684,470	14,829,830	1,259,196	385,731	93,355	15,568
1851	854,779	189,746	1,044,525	2,380,295	422,075	36,584	11,761	2,891
1852	726,024	67,389	793,413	1,121,864	94,972	22,521	11,244	3,109
1853	749,859	94,668	844,527	2,613,780	257,454	11,339	12,001	1,789
1854	1,131,604	69,279	1,200,883	3,072,649	400,828	56,861	12,263	4,074
1855	1,152,604	70,845	1,223,449	3,616,869	270,464	9,685	15,057	4,869
1856	1,643,621	69,153	1,712,774	4,202,692	566,970	22,832	25,615	1,637

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

La Guayra, the principal seaport of the republic of Venezuela, in the province of Caracas, on the Caribbean sea, lat. 10° 36′ 19″ N., long. 67° 6′ 45″ W. Population estimated at 8,000. In 1810, the population is believed to have amounted to 13,000—the reduction being a consequence of the loss of life caused by the tremendous earthquake of 1812, and the massacres and proscriptions incident to the revolutionary war. The population of the city of Caracas, of which La Guayra may be considered as the port, fell off from the same causes, from 43,000 in 1810, to 23,000 in 1830; but they are now both increasing. There is neither quay nor mole at La Guayra. Ships moor E.N.E. and W.S.W., with their heads to the north, at from one quarter to three quarters of a mile from the land, in from 9 to 18 fathoms. The holding-ground is good; and notwithstanding the openness of the road, vessels properly found in anchors and cables run very little risk of being driven from their moorings. The principal articles of export are coffee, cocoa, indigo, hides, sarsaparilla, etc. La Guayra shares the trade of Venezuela with the ports of Cumana, Puerto Cabello, Maracaibo, etc., having about a half of its entire amount.

Port Regulations.—On casting anchor, a visit is paid by the collector of customs, or his agent, accompanied by other officers, who take from the master his register, manifest, and muster-roll, and an officer is left on board until the cargo is discharged. The master must swear to his manifest within 24 hours after his arrival, when the permit to discharge is granted, and within three days all invoices must be presented. The discharge completed, the same officers repair on board to examine the vessel, and all being found in order, the officer is withdrawn. The clearing of a vessel outward (that has entered with cargo) in ballast is then completed by paying the port charges; proof whereof being produced, the permission to sail is signed by the governor and harbor master. If the vessel take cargo on board, then the same formality as to visiting, is pursued, as on the entry of a vessel.

Credit.—Goods imported are almost invariably sold upon credit; those exported are, on the other hand, always sold for ready money. The terms of credit vary from two to six months, or more. Bankruptcy is very rare.

BRAZIL.

Brazil, an extensive empire of South America, occupying a large proportion of the eastern and central part of that country, extending between latitude 4° 28′ N., and 32° 45′ S., and longitude 34° 55′ and 65° 20′ W. Length, from N. to S., about 2,630 miles; greatest breadth, 2,540 miles. Its internal boundaries come in contact with all the different States and territories of South America, with the exception of Chili and Patagonia, while the Atlantic ocean washes its shores from its north-east to its southern limits.

Brazil was discovered by Alvarez de Cabral, a Portuguese, who was driven upon its coasts by a tempest in 1500. He called it the land of the Holy Cross; but it was subsequently called Brazil, on account of its red wood, and was carefully explored by Amerigo Vespucci about 1504. The gold mines were first opened in 1684; and the diamond mines were discovered in 1730. The French having seized on Portugal in 1807, the royal family and nobles embarked for Brazil. A revolution took place here in 1821. Brazil was erected into an empire, when Don Pedro assumed the title of emperor, November 18, 1825. He abdicated the throne of Portugal, May 2, 1826; and that of Brazil, in favor of his infant son, now (1855) emperor, April 7, 1831, and returned to Portugal, where a civil war ensued.—Haydn.

The surface of Brazil is about equally divided into uplands and lowlands, or valleys. Two parallel mountain ranges traverse the country from N. to S., forming elevated ridges of table-land, the greatest height of the central range being from 6,000 to 7,000 feet.

Countries.	Imports.	Proportions. 1853–54.	1854–55.	Exports.	Proportions. 1853–54.	1854–55.
Gt. Brit. and poss.,	$22,775,420	53.72	53.59	$19,687,362	32.43	32.32
France and poss.,	4,989,187	11.71	11.67	4,086,131	7.95	9.02
United States,	3,995,868	9.06	8.25	11,903,644	28.35	26.28
Portugal and poss.,	3,234,396	6.83	7.63	2,324,889	4.35	5.12
Hanseatic towns,	2,442,233	6.25	5.76	3,387,579	8.27	7.37
Rio de la Plata,	2,108,545	5.03	4.97	2,087,433	4.25	4.61
Belgium,	885,752	2.16	4.97	1,391,847	1.78	3.07
Spain and poss.,	665,468	0.84	1.45	488,969	0.84	0.96
Chili,	564,133	0.49	1.33	789,558	1.02	1.63
Sardinia,	377,584	0.78	0.89	608,978	0.88	1.34
Sweden and Norway,	189,774	0.26	0.45	1,254,649	2.18	2.77
Austria,	130,277	0.84	0.31	812,011	3.53	1.79
Holland and poss.,	58,750	0.07	0.14	109,611	0.13	0.24
Other countries,	322,327	0.94	0.76	687,557	1.23	1.47
Denmark,				779,938	2.64	1.72
Turkey,				134,709	0.15	0.29
Re-exportation,	300,460					
Total,	$43,040,174			$50,534,865		

NAVIGATION IN 1854 AND 1855.

	ARRIVALS. Vessels.	Tons.	CLEARED. Vessels.	Tons.
Brazilian,	3,737	277,853	3,887	296,015
Foreign,	1,112	440,849	1,067	440,943
Total,	4,849	718,702	4,954	736,958

FOREIGN COMMERCE OF THE UNITED STATES WITH COAST OF BRAZIL AND DEPENDENCIES,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$885,348	$496,412	$1,381,760	$605,126	$156,999	$19,500	22,264	314
1822	1,217,411	246,518	1,463,929	1,486,567		71,803	28,301	549
1823	1,062,209	279,181	1,341,390	1,214,810	8,615	46,215	22,616	
1824	1,699,754	602,150	2,301,904	2,074,119	89,219	218,792	38,845	507
1825	1,641,296	752,458	2,393,754	2,156,707	98,343	197,188	33,938	707
1826	1,597,344	603,005	2,200,349	2,156,678	113,000	104,771	34,372	1,034
1827	1,486,433	377,373	1,863,806	2,060,971	1,575	232,932	37,709	381
1828	1,505,779	482,936	1,988 715	3,097,752	195,183	181,577	40,114	
1829	1,510,269	419,667	1,929,927	2,585,467	73,612	76,836	40.978	
1830	1,600,999	242,239	1,843,238	2,491,460	1,470	84,695	44,450	601
Total,	$14,206,833	4,501,939	18,708,772	19,879,657	678,106	1,234,809	343,587	4,093
1831	1,652,193	423,902	2,076,095	2,375,829	216,375	23,149	36,892	203
1832	1,232,077	822,717	2,054,794	3,590,845	381,503	20,671	30,439	356
1833	2,474,555	797,546	3,272,101	5,089,693	156,840	11,458	42,735	1,017
1834	1,586,097	473,254	2,059,351	4,720,969	60,084	31,735	37,092	1,977
1835	1,810,791	797,865	2,608,656	5,574,466	343,931	66,665	39,269	2,554
1836	1,732,741	1,362,195	3,094,936	7,210,190	900,324	6,940	43,533	3,062
1837	1,301,217	441,992	1,743,209	4,991,983	83,531	40,617	19,576	4,107
1838	2,094,957	562,237	2,657,194	3,191,238	208,706	123,221	30,623	1,691
1839	2,133,997	503,488	2,637,485	5,292,955	184,427	4,898	39,431	3,183
1840	2,145,863	360,711	2,506,574	4,927,296	102,174	14,522	34,189	1,764
Total,	$18,164,488	6,545,907	24,710,395	47,274,464	2,637,895	343,816	360,779	19,824
1841	2,941,991	575,282	3,517,273	6,302,653	255,303	21,352	47,634	3,101
1842	2,225,571	375,931	2,601,502	5,948,814	81,794	50,345	38,778	2,643
1843*	1,568,584	223,704	1,792,288	3,947,658	22,409	50,349	32,066	1,395
1844	2,409,418	408,834	2,818,252	6,883,866	142,695	28,609	46,250	1,816
1845	2,413,567	424,383	2,837,950	6,084,599	181,159	7,477	40,716	2,077
1846	2,754,012	389,383	3,143,395	7,441,803	235,091	2,532	48,026	4,682
1847	2,566,938	376,840	2,943,778	7,096,160	149,249	26,595	39,281	3,367
1848	3,092,736	279,698	3,372,434	7,992,648	163,072	17,503	57,206	6,036
1849	2,838,880	264,597	3,102,977	8,494,368	117,604	9,361	56,335	6,028
1850	2,723,768	473,347	3,197,114	9,321,429	279,690	2,166	58.113	3,569
Total,	$25,534,961	3,791,999	29,326,968	69,516,938	1,628,066	216,289	464,405	34,714
1851	3,128,956	623,960	3,752,916	11,525,304	430,262	6,511	63,629	7,648
1852	2,782,179	238,863	3,021,042	12,230,249	117,466	94,317	59,454	5,718
1853	3,734,190	260,254	3,994,444	14,817,961	399,029	9,000	69,735	5,158
1854	4,046,857	192,384	4,239,241	14,110,387	643,114	24,400	60,848	2,829
1855	3,973,219	288,054	4,261,273	15,218,925	141,525	1,461	75,666	2,674
1856	4,858,125	236,779	5,994,904	19,262,657	233,593		74,280	2,890

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Rio de Janeiro, the capital of Brazil, on the Atlantic, in lat. 22° 54′ 15″ S., long. 43° 15′ 50″ W. Population 200,000. The harbor of Rio is one of the finest in the world, both as respects capaciousness and security for all sorts of vessels. In coming from the north-east it is usual to make Cape Frio, in lat. 23° 1′ 18″ S., long. 42° 3′ 19″ W., being about four leagues nearly east of Rico. The entrance to the harbor is marked by a remarkable hill in the form of a sugar-loaf, 900 feet high, close to its west side; while on the east or opposite side of the bay, at the distance of about 1½ miles, is the fort of Santa Cruz. Vessels bound for Rio, coming from the north, should, after rounding Cape Frio, steer due west, keeping about three leagues from the coast, until they come within five or six miles of the Ilha Raza, or Flat island, lying almost due south from the mouth of the harbor, at the distance of about three leagues. A lighthouse, the lantern of which is said to be elevated nearly 300 feet above the level of the sea, was erected on this island in 1829. The light is a revolving one, alternately red and white, finishing its revolution in three minutes.

ARGENTINE CONFEDERATION.

Latitude S. 22° 20′ and 40° 50′, and longitude W. 56° 20′ and 71° 30′. Length, N. and S., about 1,260 miles, and breadth, E. and W., about 720 miles. Area, 926,000 square miles.

The Argentine Confederation comprises the provinces known under the Spanish *regimé* as the vice-royalty of Buenos Ayres, with the exception of Paraguay and Uruguay, east of the Plata, which have become independent States. It is bounded on the N. by Bolivia, on the E. by Paraguay and Uruguay, on the S. E. by the Atlantic Ocean, on the S. by Patagonia, and on the W. by Chilé, from which it is divided by the crest of the Andes. Capital: Buenos Ayres.

The Confederation (bound together, however, by no very stringent ties) consists of thirteen States and an extensive unappropriated country:

States.	Area.	Population.	Capitals.
1. Buenos Ayres,	Estimated at 926,000 sq. miles.	230,000	Buenos Ayres (100,000).
2. Corrientes,		45,000	Corrientes (20,000).
3. Entre Rios,		36,000	Parana (15,000).
4. Santa Fé,		22,000	Santa Fé (4,000).
5. Cordoba,		87,000	Cordoba (14,000).
6. San Luis de la Punta,		28,000	San Luis de la Punta (1,500).
7. Mendoza,		47,000	Mendoz (12,000).
8. San Juan de la Frontera		28,000	San Juan (8,000).
9. Rioja,		23,000	Rioja (3,800).
10. Catamarca,		40,000	Catamarca (4,000).
11. Santiago del Estero,		54,000	Santiago (4,000).
12. Tucuman,		51,000	Tucuman (8,000).
13. Salta,		63,000	Salta (9,000).
Grand Chaco		(Indian Territory.)	
Total,	926,000	754,000	

The area and population of the country as given in the above table must be taken as a mere approximation.

The internal commerce of the Confederation is very considerable, as almost every State produces something peculiar, which is in demand in the neighboring States. It is also facilitated by the local character of the surface and the climate, which is generally dry. The roads are also tolerably good. The river navigation is extensive, and by these channels the commercial material of the northern States is brought to Buenos Ayres, the chief port whence they are exported. The commerce with Brazil and the neighboring republics is important. The exports consist principally of hides, skins, horse-hair, wood, tallow, ostrich feathers, salted meats, horns, bones, etc., to the value of between $8,000,000 and $10,000,000 annually. The country is dependent on foreign nations for almost every article of manufactures. These are supplied chiefly from England and the United States, and consist of calicoes, cottons and woolens, hardware, and general merchandise.

The La Plata, the great river of the country, embodies most of the interior waters of the country, and is the recipient of the Parana, Paraguay, and numerous large rivers draining three fourths of the Confederation. This river, since the overthrow of Rosas, has been opened to the commerce of the world.

FOREIGN COMMERCE OF THE UNITED STATES WITH THE ARGENTINE REPUBLIC,

From October 1, 1824, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1825	$404,201	$169,319	$573,520	$749,771	$3,020	$374,406	8,336	
1826	222,332	156,508	379,340	522,769		31,144	5,119	
1827	100,780	50,424	151,204	80,065		25,575	717	248
1828	94,372	59,856	154,228	317,466		60,563	2,832	
1829	444,716	181,336	626,052	912,114		3,076	7,422	
1830	425,220	204,667	629,887	1,431,883		189,210	9,565	116
Total,	$1,692,121	822,110	2,514,231	4,014,068	3,020	683,974	33,991	364
1831	415,489	244,290	659,779	928,103	63,648	3,200	8,169	
1832	464,632	458,408	923,040	1,560,171	73,377	4,167	6,987	
1833	494,391	205,337	699,728	1,377,117	18,603	5,785	7,696	
1834	671,166	300,671	971,837	1,430,118	5,490	24,068	6,379	285
1835	384,195	324,723	708,918	878,618	99,676	34,927	4,628	
1836	269,818	115,115	384,933	1,053,503	10,470	4,320	2,817	208
1837	137,710	128,298	266,008	989,492	18,083		4,372	951
1838	180,332	56,283	237,115	1,010,908	12,470	3,000	3,005	169
1839	233,593	142,470	376,063	525,114	39,884	801	929	
1840	280,144	89,132	369,276	293,562	38,687			
Total,	$3,531,970	2,064,727	5,596,697	10,046,706	380,388	80,268	44,982	1,613
1841	509,007	152,939	661,946	1,612,513	57,866		6,564	
1842	265,356	145,905	411,261	1,835,623	75,610		2,120	
1843*	168,083	94,026	262,109	793,488	57,744		2,144	
1844	245,339	258,950	504,289	1,421,192	157,948		4,833	
1845	342,575	160,431	503,006	1,750,698	130,215		10,667	843
1846	147,307	38,118	185,425	799,213	40,822		4,134	
1847	123,954	52,135	176,089	241,209	39,215		2,237	
1848	208,703	25,225	233,928	1,026,097	8,000	2,886	536	1,450
1849	595,518	172,076	767,594	1,709,827	69,833		9,397	5,492
1850	718,331	346,311	1,064,642	2,653,877	237,215	1,850	16,107	9,260
Total,	$3,324,173	1,446,116	4,770,289	13,843,737	874,468	4,236	58,739	17,045
1851	659,852	414,916	1,074,768	3,265,382	325,681		11,661	5,185
1852	518,007	281,110	799,117	2,091,097	256,887	425	13,711	4,881
1853	618,855	262,611	881,466	2,186,641	197,809	23,708	10,719	4,639
1854	653,720	103,005	761,725	2,144,971	47,718		8,526	1,830
1855	810,756	158,671	969,427	2,545,087	51,763		18,584	2,315
1856	1,013,112	246,751	1,259,863	2,822,161	110,330		24,804	873

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Buenos Ayres, the capital of the Argentine Confederation and of the province of Buenos Ayres, is situated on the right bank of the estuary of the Plata, in lat. 34° 39′ S., long. 58° 18′ W. The river is at this point so wide, that it is quite impossible with the naked eye to distinguish the opposite bank; and at the same time so shallow, that ships drawing 15 or 16 feet of water must anchor seven or eight miles from the city. Small craft generally anchor in what are called the inner roads, abreast of the city. As the depth of water is never sufficient to admit of their coming to shore, passengers and goods are landed by means of large-wheeled carts, which are either drawn or pushed by the requisite number of horses. The town of Buenos Ayres is situated in a vast plain extending westward to the Andes. The level uniformity of its outline is only broken by the spires of the various churches. The Plata is one of the largest rivers in the world, traversing a vast extent of country of which it is the great outlet. Unluckily, however, its estuary, though broad, is in most parts shallow, being also encumbered with sand banks, and infested with sudden gusts of wind called pamperos. Its navigation is consequently attended with a good deal of difficulty, and ships bound for Buenos Ayres generally take pilots on board.

CHILI.

The republic of Chili occupies that long strip of land which lies on the south-western side of South America, extending from 24° to 55° 59′ S. latitude; and from 69° to 72° W. longitude. It is bounded west by the Pacific Ocean, and east by the Andes, by which it is separated from the Argentine Confederation. On the north, Chili is separated from Bolivia by the extensive desert of Atacama; and it extends southward to the extreme limits of that Archipelago which embraces all the islands between Chiloë and the Straits of Magellan. Reckoning its length from the desert of Atacama to Cape Horn, it comprehends 36 degrees of latitude. Its average breadth is only 150, and where greatest not more than 210 geographical miles. The superficial area of Chili is computed at 218,925 English square miles, which is about 3,195 miles more extensive than that of France and Belgium together. Except where the Andes are intersected by ravines, which frequently change into vales or plains fit for cultivation, these mountains with their parallel ranges and spurs, occupy a great part of its area. South of the Cuesta de Chacabuco there are extensive plains, broken only by a few ridges of hills; but the highlands are almost continuous from north to south along the coast of the Pacific.

Chili is rich in almost every class of metals; but the silver mines of late years have yielded enormous quantities of ore. The metals at present discovered are gold, silver, copper, lead, antimony, cobalt, zinc, nickel, bismuth, iron, molybdenum, and quicksilver; but the only ores which are worked are gold, silver, copper, and occasionally quicksilver. The latter will now be abandoned in consequence of the low price of mercury, caused by the quantity produced in California. The metals are found in all the series of rocks between granite and trachyte, in veins which generally run from north and north-west to south and south-east; in some places, however, their course is irregular, or they extend east and west. The auriferous veins run nearly parallel to the grain or imperfect cleavage of the surrounding granite rocks. Gold is found most abundantly in the beds of detritus, derived from the degradation of the upper portion of the rocks.

A railroad runs from Caldera to Copiapo, a distance of 54 miles, which is to be continued on to Chañarcillo, about 50 miles from the city; and a tram-road is projected to the rich mineral district of Tres Puntas (8,400 feet above the sea), which, when completed, will enable the miners to send down the poor silver ores which they now throw away. The commerce of Chili has vastly increased since the time when the country lay torpid under the yoke of Spain. As soon as it had recovered from the unsettled condition caused by the revolution, business of all kinds acquired new energy, and the trade, freed from its oppressive restrictions, extended to the larger ports of the United States and Europe. A few years were sufficient to show a large increase in its export and import trade, and Valparaiso soon became a flourishing port.

The precious metals are the most valuable exports from Chili. While obtaining annually from her mines metal to the amount of £1,500,000, she exported in the year 1851 gold to the value of £59,950, silver to the value of £709,467, and copper to the value of £414,503.

FOREIGN COMMERCE OF THE UNITED STATES WITH CHILI,

From October 1, 1824, to July 1, 1856.

Years ending Sept. 30.	Exports.			Imports	Whereof there was in Bullion & Specie.		Tonnage Cl'd.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1825	$454,254	$467,184	$921,438	$229,509	$88,760	$46,306	7,207	
1826	512,650	934,848	1,447,498	629,949	59,100	251,774	6,798	
1827	1,040,748	661,853	1,702,601	184,693	20,781	95,502	12,664	
1828	1,519,978	1,109,424	2,629,402	781,863		330,803	19,338	
1829	890,356	530,778	1,421,134	416,118		153,850	9,079	
1830	915,718	620,396	1,536,114	182,585		1,569	12,287	
Total,	$5,333,704	4,324,483	9,658,187	2,424,717	168,641	879,804	67,373	
1831	849,493	518,662	1,368,155	413,758	21,362	91,694	11,145	
1832	579,370	641,749	1,221,119	504,623	100,762	57,483	8,105	
1833	730,140	733,800	1,463,940	834,130		97,557	8,500	
1834	714,407	761,948	1,476,355	787,409	361	385,531	8,550	641
1835	586,188	355,696	941,884	917,095		415,150	6,089	
1836	582,866	355,051	937,917	811,497		203,980	5,837	81
1837	1,092,359	395,440	1,487,799	1,180,156	1,580	550,017	6,944	
1838	1,047,572	322,692	1,370,264	942,095		262,033	6,235	
1839	1,307,143	487,410	1,794,553	1,186,641		134,603	8,683	241
1840	1,372,254	356,575	1,728,829	1,616,859		480,536	7,414	
Total,	$8,861,792	4,929,023	13,790,815	8,694,263	124,065	2,658,584	77,502	963
1841	846,410	256,578	1,102,988	1,230,980		846,496	5,962	991
1842	1,270,941	368,735	1,639,676	831,039	800	39,520	7,092	694
1843*	869,883	179,580	1,049,463	857,556		98,680	5,378	
1844	856,645	248,576	1,105,221	750,370		185,817	7,247	
1845	1,247,360	300,831	1,548,191	1,123,690		66,085	8,273	
1846	1,539,136	229,434	1,768,570	1,275,960		111,929	8,649	1,452
1847	1,461,347	210,263	1,671,610	1,716,903		70,112	7,185	1,077
1848	1,703,625	220,886	1,924,511	1,310,451		20,593	10,465	866
1849	1,722,457	294,643	2,017,100	1,817,723		170,462	25,936	1,851
1850	1,297,133	125,588	1,422,721	1,796,877		119,057	41,279	25,383
Total,	$12,814,937	2,435,114	15,250,051	12,711,549	800	1,228,751	127,466	31,314
1851	1,608,877	286,428	1,895,305	2,734,746	3,000	774	48,140	41,657
1852	2,043,836	295,297	2,339,133	2,062,160	17,250	32,723	21,386	23,402
1853	2,157,320	169,117	2,326,437	2,214,252	30,000	12,318	23,488	38,665
1854	1,942,330	250,929	2,193,259	3,332,167	6,570	22,805	22,371	22,403
1855	2,994,231	432,026	3,426,257	3,518,896	13,166	11,708	21,667	10,109
1856	2,591,354	276,389	2,867,743	2,467,819	10,000		22,477	4,778

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORT.

Valparaiso, the principal seaport of Chili, lat. (fort St. Antonio) 33° 1′ 19″ S., long. 71° 41′ 5″ W. Population perhaps 28,000 or 30,000. The water in the bay is deep, and it affords secure anchorage, except during northerly gales, to the violence of which it is exposed; but as the holding-ground is good, and the pull of the anchor against a steep hill, accidents seldom occur to vessels properly found in anchors and cables. There is no mole or jetty; but the water close to the shore is so deep, that it is customary for the smaller class of ships to carry out an anchor to the northward, and to moor the ship with the stern ashore by another cable made fast to the shore. Large ships lie a little further off, and load and unload by means of lighters. The best shelter is in that part called the Fisherman's bay, lying between the castle and fort St. Antonio, where, close to a clear shingle beach, there is nine fathoms of water. In the very worst weather, a landing may be effected in this part of the bay. The harbors of Valdivia and Concepcion are much superior to that of Valparaiso, the former being, indeed, not only the best in Chili, but second to few in any part of the world. But Valparaiso being near the capital, Santiago, and being the central dépôt for the resources of the province, is most frequented.

PERU.

Latitude S. 3° 35′ to 21° 48′, and longitude W. 70° 40′ to 84° 30′. Length, N. and S., 1,200 miles, and breadth, from 40 to 600 miles. Area, 520,000 square miles.

Peru is bounded N. by Ecuador, E. by Brazil, S. E. and S. by Bolivia, and W. by the Pacific Ocean. Its coast reaches from the mouth of the Rio Tumbez to that of the Loa, 1,240 miles. Capital: Lima.

All the mountains of Peru form part of the great chain (cordillera) of the Andes. From Porco, in Bolivia, it is separated into two chains: that of Ancumar, which runs from the E. between the provinces of Carabaya and Azangaro in the department of Puno, and that which runs to the W. through Tacua, Moquegua, and Arequipa. Both reunite afterward near the city of Cuzco, and again separate, the one running to the E. of the provinces of Huanta and Tarma, and the other to the W. of those of Castrovireyna, Huancavelica, and Huarochiri, reuniting themselves again in Pasco. From Pasco three chains detach themselves—the eastern between the Rio Guallega and the Pachitea, the central one between the Guallega and the Upper Marañon, and the western one between the latter and the coast of Trujilio and Paita. These several chains reunite in the province of Loja, in Ecuador. The direction of these chains of mountains determines the great valleys of the interior of Peru.

The mineral resources of Peru, like those of Mexico, are inexhaustible. The very name of the country is associated in the mind with ideas of gold and silver. Beside the precious metals, however, the country produces copper, tin, iron, coal, saltpetre, etc., in abundance—the latter under the name of nitrate of soda has become an important export. The agricultural staples of the country are sugar, rice, tobacco, etc., which grow in the warmer stuations; the vine, wheat, etc., in the milder; potatoes are cultivated in all parts. Maize is cultivated, and is the common diet of the people. Medicinal plants, drugs, and dye-stuffs form a large part of the exports, and some of the hard woods abound in the forest. The Cinchona, or Peruvian bark is indigenous to the country: it grows at the elevation of 10,000 or 12,000 feet, and abounds most in the northern provinces. Among the wild animals of Peru are the puma, the uturunca (a species of tiger), the acumari (a black bear), and great varieties of deer, wild bears, armadillos, etc. The llama, alpaca, guanaca, vicuña, etc., are the most valuable animals.

COMMERCE IN 1853.

COUNTRY.	Imports.	Exports.
Great Britain,	23,081,455	44,093,775
China,	1,447,480	
Chili,	3,270,035	2,487,185
Spain,	811,835	1,144,970
Ecuador,	984,140	
United States,	2,930,120	24,491,890
France,	9,418,905	7,208,030
Hamburg,	2,431,635	1,074,070
Antilles,		1,321,200
Other countries,	1,063,865	2,580,395
Total, francs,	45,439,470	84,401,515

FOREIGN COMMERCE OF THE UNITED STATES WITH PERU,

From October 1, 1824, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1825	$359,854	$374,944	$734,798	$ 346,883		$323,157	2,919	
1826	278,724	231,175	509,899	795,194		408,622	3,171	
1827	202,944	70,077	273,021	1,035,462	$5,000	665,788	2,454	
1828	159,389	100,555	259,944	943,199		629,350	2,314	
1829	91,542	119,615	211,157	1,004,458		602,079	749	
1830	32,400	39,408	71,808	972,884		591,521	732	
Total,	$1,124,853	935,774	2,060,627	5,098,080	5,000	3,220,517	12,339	
1831	8,560	7,616	16,176	917,788		331,711	523	
1832	7,126	10,834	17,960	720,098		165,122	72	
1833				654,630		182,872	78	
1834	42,767	16,096	58,863	618,412		263,231	685	
1835				1,118,278		669,877		
1836		918	918	155,831		38,203		
1837	99,757	11,601	111,358	909,418		440,109	1,221	
1838	163,868	29,531	203,399	633,437		164,375	1,674	
1839				242,813		87,696	1,019	
1840				438,495		146,521	667	
Total,	$322,078	86,596	408,674	6,409,200		2,489,717	5,934	
1841				524,876		129,161		
1842				204,768		14,380		
1843*				135,563		34,441	446	
1844	14,053	2,754	16,807	184,424		21,839	404	
1845	33,424		33,424	336,112		18,221	735	
1846				252,599		9,500	291	
1847	192,978	34,559	227,537	396,223		32,520	1,208	562
1848	124,618	16,731	141,349	317,759		57,991	2,732	1,419
1849	93,195	18,041	111,236	446,953		17,408	5,611	2,291
1850	258,939	16,789	275,728	170,753		3,250	10,332	7,340
Total,	$717,207	88,874	806,081	2,969,530		338,711	21,759	11,612
1851	249,760	22,338	272,098	94,733	344		18,920	13,519
1852	333,794	22,048	355,842	694,892		975	5,179	11,331
1853	657,316	40,261	697,577	173,441	3,000	16,679	63,246	37,410
1854	651,707	33,448	685,155	1,005,406	5,000		121,825	36,685
1855	756,323	114,223	870,546	597,618			85,151	25,877
1856	1,159,232	84,991	1,244,223	217,759	7,600		51,561	20,107

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

Callao, a fortified town of Peru, department, and six miles west of Lima, of which it is the port, on the Pacific, in lat. 12° S., long. 77° 13′ 7″ W. Population perhaps 20,000. It is generally well built; its castle, formerly very strong, has lately been dismantled, and is now used for a custom-house. Its roadstead, sheltered by the island of San Lorenzo, is the best on the Peruvian coast. It has a convenient quay, and communicates with Lima by a good carriage road. Customs revenue, about $1,000,000. Exports consist chiefly of bullion, specie, copper, cotton, bark, and hides. In 1841, 498 vessels, aggregate burden 101,084 tons, entered, and 494 vessels, burden 99,944 tons, cleared out of the port. In 1746 the old town of Callao was destroyed by an earthquake.

Lima, the capital city of Peru, in a fine valley, about six miles from its port Callao, on the Pacific, and connected with it by a railroad, lat. 12° 2′ 55″ S., long. 77° 5′ 30″ W. Population 70,000. It was long the grand commercial entrepôt for all the western coast of South America, and it still has a large trade, its exports consisting of silver, copper ore, bark, soap, vicuna wool, chinchilla skins, nitre, sugar, etc.; and imports of manufactured goods, from England, wines, silks, and brandy, from Spain and France, and other produce chiefly from the American continent.

CHINA.

The coterminous empires of Russia and China occupy between them about one fifth part of the habitable globe, in pretty nearly equal portions; but the population of the latter is about four times greater than that of the former, even after including its recent annexation of Poland. We can easily trace the boundaries and mark the extreme limits of these two great empires, by parallels of latitude and meridional lines of longitude; but when we come to reduce them to square miles, or speak of their contents in acres, the mind is bewildered by the magnitude of the numbers required to express them, and forms but an indistinct idea of their superficial extent.

No country in the world is better adapted, from situation, climate, and products, for extensive commerce, than China; yet no civilized country has profited less by these advantages. The happy distribution of its numerous rivers, aided by artificial canals, affords an almost uninterrupted water-communication from the northern to the southern, and from the western to the eastern extremities of this grand empire; and thus a facility is given for the interchange of the products of one province with those of another, unknown in any other country.

All foreign commerce is systematically discouraged. The extent, fertility, and variety of their soil and climate, happily situated between the extremes of heat and cold, partaking of the advantages of both, without experiencing the inconveniences of either, supply the Chinese with the productions of almost all the world besides, whether to minister to the necessities, the comforts, or the luxuries of their numerous population; and leave this great empire, as a nation, almost independent of foreign supplies through the medium of commerce. Satisfied, or affecting to be satisfied, with the prodigal bounty of nature, jealous of strangers, and governed by a gradation of arbitrary despots, the Chinese long considered it as a favor bestowed on foreigners to open any of their ports for the interchange of commodities. The revenue derived from this limited intercourse was of little or no importance at the chief seat of government.

The Chinese levy no specific duties on the articles imported, nor *ad valorem* duties on the cargoes; the only impost is on the ship itself, and is estimated by a rule as absurd as it is partial and unequal. They measure the length from the center of the foremast to the center of the mizzen-mast, and the breadth is taken close abaft the mainmast. The length is then multiplied by the breadth, and the product, divided by ten, gives the measurement of the ship. All ships, according to this measurement, are classed under first, second, or third rates; all other vessels, however small, are classed as third rates. By this rule a ship of a hundred tons would pay from $4,000 to $5,000, and a ship of a thousand not above double that sum.

TEA EXPORTED FROM CHINA TO THE UNITED STATES.

Year ending June,	Pounds.	Year ending June,	Pounds.
1849, ...	18,072,000	1853, ...	40,974,000
1850, ...	31,757,000	1854, ...	27,867,000
1851, ...	28,700,000	1855, ...	31,515,000
1852, ...	34,334,000	1856, ...	40,246,000

FOREIGN COMMERCE OF THE UNITED STATES WITH CHINA,

FROM OCTOBER 1, 1820, TO JULY 1, 1856.

YEARS ENDING SEPT. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	DOMESTIC.	FOREIGN.	TOTAL.	TOTAL.	EXPORT.	IMPORT.	AMER.	FOR.
1821	$388,535	$3,902,025	$4,290,560	$3,111,951	$3,391,487		6,040	
1822	429,230	5,506,138	5,935,368	5,242,536	5,075,012	$500	8,185	
1823	288,375	4,347,686	4,636,061	6,511,425	3,584,182	22,036	9,478	
1824	330,466	4,970,705	5,301,171	5,618,502	4,463,852		9,563	
1825	160,059	5,410,456	5,570,515	7,583,115	4,523,075		8,667	
1826	242,451	2,324,193	2,566,644	7,422,186	1,651,595		4,956	
1827	290,862	3,573,543	3,864,405	3,617,183	2,524,818		8,950	
1828	230,385	1,252,417	1,482,802	5,839,108	454,500	24,390	8,664	
1829	260,759	1,094,103	1,354,862	4,680,847	601,593		6,351	
1830	156,290	585,903	742,193	3,878,141	79,984	9,194	3,501	
Total,	$2,777,412	32,967,169	35,744,581	52,954,994	26,350,098	56,120	69,355	
1831	244,790	1,046,045	1,290,835	3,083,205	367,024		5,061	
1832	336,162	924,360	1,260,522	5,344,907	452,119	25,932	7,232	
1833	537,774	895,985	1,433,759	7,541,570	290,456	6,400	9,308	
1834	255,756	754,727	1,010,483	7,892,327	378,830		8,123	
1835	335,863	1,532,712	1,868,550	5,987,187	1,391,666		7,104	
1836	341,563	852,701	1,194,264	7,324,816	413,661	50	5,662	
1837	318,973	311,618	630,591	8,965,337	155,000		8,793	
1838	655,581	861,021	1,516,602	4,764,536	728,661	4,000	7,314	
1839	430,464	1,103,137	1,533,601	3,678,509	992,563		6,419	
1840	469,186	540,780	1,009,966	6,640,829	477,003		3,360	
Total,	$3,926,117	8,823,086	12,749,203	61,223,223	5,646,983	36,382	68,376	
1841	715,322	485,494	1,200,816	3,095,888	426,592	485	4,876	
1842	737,509	706,888	1,444,397	4,934,645	606,714		7,259	364
1843*	1,755,393	663,565	2,418,958	4,885,566	571,660		18,532	
1844	1,110,023	646,918	1,756,941	4,931,255	566,955		15,035	
1845	2,079,341	196,654	2,275,995	7,285,914	158,860	27,107	17,477	
1846	1,178,188	153,553	1,331,741	6,593,881	112,574		13,697	
1847	1,708,655	124,229	1,832,884	5,583,343	33,308		12,334	
1848	2,063,625	126,388	2,190,013	8,083,496	72,013		17,150	
1849	1,460,945	122,279	1,583,224	5,513,785	9,967		11,740	
1850	1,485,961	119,256	1,605,217	6,593,462	25,000		17,830	3,106
Total,	$14,294,962	3,345,224	17,640,186	57,000,785	2,583,643	27,592	130,930	3,470
1851	2,155,945	329,342	2,485,287	7,065,144	147,475		46,317	10,198
1852	2,480,066	183,111	2,663,177	10,593,950	19,728	281	67,264	21,507
1853	3,212,574	524,418	3,736,992	10,573,710	489,344		66,041	24,808
1854	1,293,925	104,163	1,398,088	10,506,329	155,588	108,174	68,658	18,547
1855	1,533,057	186,372	1,719,429	11,048,726	674,983		101,660	15,768
1856	2,048,244	509,993	2,558,237	10,454,436	633,592	1,000	85,438	10,467

* 9 months to June 30, and the fiscal year from this time begins July 1.

PRINCIPAL PORTS.

AMOY, a commercial city and seaport of China, province of Fo-kien, on an island of the same name, in a bay of the Chinese sea, opposite Formosa, and 320 miles E.N.E. of Canton, lat. 24° 10′ N., long. 118° 13′ E. Population 250,000. Harbor excellent; ships can lie close to the quays, or in a deep and sheltered creek. There is a considerable trade, especially with Formosa; manufactures of porcelain, grass cloths, umbrellas, paper, etc., which, with sugar-candy and Congou tea, compose its principal exports. Imports comprise rice, sugar, camphor, and European produce.

CANTON, in China, province of Quantong, lat. 23° 7′ 10″ N. long. 113° 14′ E. It is situated on the eastern bank of the Pekiang river, about 80 miles from the southern sea of China. Ships ascend the river only as far as Whampoa, 15 miles below Canton, loading by means of native boats. The vessels take pilots at Macao roads; but the entrance to the river is safe, and sometimes a pilot is not waited for. Until within a few years, Canton was the principal mart for foreign commerce, and was in fact the only port open to foreigners.

MAURITIUS, OR ISLE OF FRANCE,

An island in the Indian Ocean, colony of Great Britain. Length, 36 miles; breadth, 20 miles. Chief town, Port Louis. Latitude of Cooper's Island 20° 9′ 7″ S., longitude 57° 31′ 7″ E. Area, 700 square miles.

Exports and Imports, etc.—Mauritius is pretty fertile, a considerable part of the surface being, however, occupied by mountains. Its shape is circular, being about 150 miles in circumference. The climate is healthy, but subject to hurricanes. The principal product of the island is sugar, which is now cultivated to the almost total neglect of every thing else; but it also produces excellent coffee, indigo, and cotton. The blackwood or ebony of the Mauritius is very abundant, and of a superior quality. Very little corn or grain of any kind is raised in the island; most articles of provision being imported. Previously to 1825, the sugar and other articles brought to Great Britain from the Mauritius were charged with the same duties as the like articles from India; but in the above-mentioned year this distinction was done away, and it was enacted (6 Geo. 4. c. 111 § 44), that all goods of the growth, produce, or manufacture of the Mauritius, should, upon importation into any port of the United Kingdom, be subject to the same duties and regulations as the like goods being of the growth, produce, or manufacture of the British colonies in the West Indies; and that the trade with the Mauritius should be placed as nearly as possible on the same footing as that of the West India islands.

This was a great boon to the Mauritius, and the exports of sugar from it have since rapidly increased. According to Milburn (Oriental Commerce, ii., 568), they amounted, in 1812, to about 5,000,000 pounds. In 1818, they amounted to about 8,000,000 pounds; and in 1824, to 23,334,553 pounds. Since 1826, nine tenths of the sugar raised in the Mauritius has been shipped for the United Kingdom. Its wonderful increase is seen in the following table:

ACCOUNT OF SUGAR EXPORTED FROM MAURITIUS SINCE 1839–1840. IN FRENCH POUNDS.

Years.	Pounds.	Years.	Pounds.
1839—1840, . . .	64,886,184	1846—1847, . . .	133,410,203
1840—1841, . . .	77,174,253	1847—1848, . . .	122,827,288
1841—1842, . . .	85,197,837	1848—1849, . . .	106,350,598
1842—1843, . . .	50,660,499	1849—1850, . . .	120,523,495
1843—1844, . . .	59,545,885	1850—1851, . . .	117,086,406
1844—1845, . . .	78,165,106	1851—1852, . . .	137,375,179
1845—1846, . . .	102,168,168		

The shipments of sugar from the island in 1849–50, 1850–51, and 1851–52, were distributed as follows:

	1849–50.	1850–51.	1851–52.
United Kingdom, . .	107,355,498	106,539,831	114,859,749
Cape of Good Hope, . .	6,233,774	4,254,873	13,098,867
Australian Colonies, . .	6,432,266	5,497,469	9,271,133
Other places, . . .	501,957	794,233	145,430
Total, ...	120,523,495	117,086,406	137,375,179

FOREIGN COMMERCE OF THE UNITED STATES WITH THE COUNTRIES STATED BELOW. THERE BEING BUT OCCASIONAL COMMERCE, OR A FEW CONSECUTIVE YEARS, THE AGGREGATE ONLY IS GIVEN.

BOURBON AND MAURITIUS.

YEARS ENDING SEPT. 30.	EXPORTS.			IMPORTS.	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	DOMESTIC.	FOREIGN.	TOTAL.	TOTAL.	EXPORT.	IMPORT.	AMER.	FOR.
	$453,697	$157,013	$610,710	$253,006			6,743	846

ST. HELENA.

	$7,854		7,854					

MOCHA AND ADEN.

	$23,250		23,250					

MOROCCO AND BARBARY POWERS.

	$48,928	273,441	322,369	767,712			1,643	

GREECE.

	$9,783	4,880	14,663	90,607			176	321

FRENCH AMERICAN PORTS.

	$512	959	1,471	4,051			127	117

NEWFOUNDLAND AND BRITISH FISHERIES.

....	$28,068	7,358	35,426	21,562			3,251	535

BRITISH AFRICAN PORTS.

....	$464,475	15,827	480,302	12,336			1,152	362

OTHER BRITISH COLONIES.

....	$121,648	7,656	129,304	306,830		113,829	5,125	70

TUSCANY.

....	$45,664	23,468	69,132					
1856	425,595	5,583	431,178	1,596,801			3,963	381

FRENCH FISHERIES.

....	$51,495		51,495	119			29,050	1,921

SANDWICH ISLANDS.

....	$929,671	195,951	1,125,622	442,899	129,238		19,311	2,200
1856	793,058	126,847	919,405	249,704	194,505	54,052	17,550	1,817

WHALE FISHERIES.

1856	$320,045	22,290	342,335	58,067		5,954	54,744	670

ASIA.

This division of the globe is distinguished by its vast extent; by the striking character of its interior geography; above all, by the stupendous revolutions of which it has been the scene; and, lastly, by the high antiquity of its civilization, of which we can still faintly trace the precious remains. Stretching from the southern hemisphere into the northern regions of perpetual winter, it comprises within its bounds the opposite extremes of heat and cold; all the varieties, consequently, of the animal and vegetable tribes; and that still more interesting variety which the irresistible law of climate impresses on the human species.

Foreign Commerce.—In addition to her internal trade, Asia maintains an extensive intercourse by sea with Europe, America, Egypt, and the Mediterranean. A great trade is also carried on from Hindostan and China to the Asiatic Archipelago, and the trade of the Asiatic islands with each other is of great importance. It appears that those islands were at a very early period the seat of commerce; and the learned researches of Europeans have brought to light, in some of them, the monuments of ancient civilization. Sumatra was the seat of the Malay empire, Java of a Hindoo state, and the Celebes were inhabited by the Bugis, a race of expert navigators and merchants. The productions of these islands, and of the Moluccas and Borneo, namely spices, aromatics, and gold, entered into the commerce of the ancient world, and were imported into Rome through Egypt. In later times, about the ninth century, the Asiatic Archipelago was visited by the Arabs and the Chinese, while the adventurous Malays frequented the coasts of Asia, and even of Africa, and particularly the African island of Madagascar. When these islands were visited by Europeans, about the fifteenth century, Malacca, Acheen, and Bantam were the great marts of the Eastern Archipelago, where the rich produce of Sumatra, Borneo, and the Moluccas, conveyed in the small trading craft of the country, was exchanged for that of India and China. The Portuguese fixed on Goa, on the Malabar coast, as the capital of their eastern settlements; and they afterward selected Malacca as a central station for protecting and extending their intercourse with the neighboring nations. The Dutch chose Bantam, and afterward Batavia, situated midway between Hindostan and China, as the center of their commercial settlements. The situation was most advantageous, and the port was soon frequented by vessels from China and Japan, Tunkin, Malacca, Cochin-China, and the island of Celebes. But the great and flourishing trade of Java was crushed under the colonial monopoly of the Dutch, and under what Sir Stamford Raffles terms "the short-sighted tyranny of a mercantile administration." The conquest of Java by the British in 1812 put an end to this thraldom, and the great trade of the Asiatic Archipelago began to center in Batavia, which was fast rising into a great commercial emporium; all the articles which were the exclusive produce of the Eastern islands being collected at its principal ports for re-exportation to India, China, and Europe. Since Java was restored to the Dutch, the free port of Singapore, established by the British, is the center of a great trade, and is frequented by the Chinese in their junks, and by all the other navigators of those seas with the produce of their respective islands.

FOREIGN COMMERCE OF THE UNITED STATES WITH OTHER PARTS—ASIA, EUROPE, AFRICA, THE WEST INDIES GENERALLY, AND UNCERTAIN PORTS,

From October 1, 1820, to July 1, 1856.

Years ending Sept. 30.	EXPORTS.			IMPORTS	Whereof there was in Bullion & Specie.		TON'GE CL'D.	
	Domestic.	Foreign.	Total.	Total.	Export.	Import.	Amer.	For.
1821	$949,243	$1,594,267	$2,543,510	$295,151	$1,154,905	$67,536	49,819	
1822	812,626	1,311,385	2,124,011	375,799	949,525	56,557	45,874	
1823	692,881	615,560	1,308,441	599,843	385,245	69,918	34,796	318
1824	772,836	705,400	1,477,736	502,192	345,152	84,369	39,874	
1825	891,543	851,871	1,743,414	315,512	623,631	108,043	51,388	430
1826	1,010,587	614,567	1,625,154	441,387	371,534	81,408	45,881	
1827	887,409	783,935	1,671,344	382,918	618,161	90,651	45,742	1,191
1828	890,661	525,006	1,415,667	650,218	173,021	61,229	48,216	745
1829	660,298	318,047	978,345	307,736	164,450	72,918	32,278	
1830	470,149	340,821	810,970	320,109	153,750	112,039	45,012	550
Total,	$8,087,733	7,660,859	15,698,592	4,190,865	4,934,374	804,668	438,880	3,234
1831	941,827	404,620	1,345,947	367,473	174,500	78,800	68,775	548
1832	1,148,864	653,321	1,801,685	502,615	406,926	25,999	82,768	
1833	870,512	703,479	1,573,991	754,105	356,640	43,714	82,093	3,695
1834	1,176,045	621,127	1,797,172	604,658	374,085	56,529	68,887	4,166
1835	1,017,542	836,318	1,853,860	760,016	655,907	96,266	82,832	6,755
1836	1,096,923	720,805	1,817,728	960,741	447,630	109,256	87,393	4,868
1837	990,373	426,839	1,417,212	1,010,362	242,386	63,457	84,513	6,742
1838	924,982	204,274	1,129,256	906,986	96,350	90,797	88,454	5,187
1839	1,297,168	547,559	1,844,727	812,666	442,269	67,831	65,785	5,070
1840	1,896,631	277,685	1,674,316	688,569		51,997	79,823	2,989
Total,	$10,859,867	5,896,027	16,255,894	7,368,191	3,196,693	684,646	791,273	39,965
1841	1,605,425	670,090	2,275,515	663,191	500,577	75,114	94,116	399
1842	1,257,489	368,933	1,626,422	1,571,038	314,029	134,396	91,873	827
1843*	824,078	308,555	1,132,628	845,879	239,536	97,620	55,305	309
1844	1,449,778	410,771	1,860,549	541,525	282,018	100,033	90,891	1,429
1845	1,392,891	287,840	1,680,731	816,612	153,861	85,754	91,773	3,037
1846	1,365,550	281,646	1,647,196	1,233,269	163,150	58,041	93,293	1,510
1847	1,334,861	207,703	1,542,564	944,450	116,920	122,116	73,852	2,719
1848	1,562,305	158,502	1,720,807	988,418	87,266	94,076	83,515	2,416
1849	1,567,997	124,499	1,692,496	850,763	20,328	206,405	72,925	2,033
1850	1,330,024	123,445	1,453,469	1,092,515	51,600	133,760	88,264	16,027
Total,	$13,690,393	2,941,984	16,632,377	9,497,160	1,879,285	1,107,315	835,307	30,706
1851	2,030,225	203,586	2,233,811	1,248,906	87,995	77,873	127,739	41,885
1852	1,652,699	56,896	1,709,095	1,812,952	9,853	63,495	115,454	12,485
1853	2,486,346	147,868	2,634,214	1,272,492	89,689	59,948	86,575	14,556
1854	2,813,043	321,043	3,134,086	1,869,810	122,919	80,788	105,679	12,057
1855	346,688	16,410	363,098	41,641	131,238		59,618	2,444
1856	268,215	31,659	299,874	363,289	4,000	8,929	4,875	5,289

* 9 months to June 30, and the fiscal year from this time begins July 1.

ASIA.

Early Commerce.—Asia, notwithstanding the wars by which it has been desolated, was from an early period the seat of commerce and of wealth. The eastern countries of Hindostan and China preceded Europe in civilization and industry, and, independent of that diversity of natural productions which is the foundation of trade, they had cultivated many arts and manufactures which were unknown in the western world. Asia, accordingly, abounded in many precious commodities which could not be produced by the rude industry of Europe. Thus China had its silk and porcelain; Hindostan its muslin, cotton, precious stones, and aromatics of all sorts, costus, bdellium, spikenard, ivory, tortoise-shell, pepper, etc. These were in general demand throughout Europe, where they could not be produced; and they were procured in exchange chiefly for bullion, which then, as in later times, was the great article of export to India.

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